# DEPOT NEWS

(TEMPORARY NAME—SEE PAGE THREE FOR EXPLANATION.)

Issued by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway. Indianapolis, Ind., Saturday, Sept. 28, 1918 | Number 1

## NEWSPAPER ESTABLISHED POST HASTE

This newspaper is evidence in your hands today that the officers and enlisted men at the Speedway Aviation Repair Depot can do other things with as much dispatch and thoroughness as to accomplish the repair of airplanes.

Less than a week ago a rumor was started that a newspaper might be started here. It was nothing but rumor then, but it was immediately taken up by several men at this station. A few business firms down town were visited and advertising space was sold with little difficulty.

A meeting of a number of men with previous newspaper experience was called Wednesday. After talking the situation over the editorial staff was temporarily selected and will serve as long as they prove worthy of the several positions or until others come forward who are better fitted for the work. The best men are wanted for there is no reason why this station cannot support a very good newspaper.

The Commanding Officer, Captain Menkel, who was formerly on the editorial staff of the Review of Reviews, will not take an active part, but is expecting to assist in determining the policy of the paper and in contributing from time to time articles that will be of interest to the officers and enlisted men. There are also a number of other men on the post, not on the staff, but who have had considerable experience as writers and will contribute articles on varied subjects of interest to the soldiers on this post.

The paper will be issued free to every man on the Post but all extra copies will be charged for at the rate of five cents per copy.

It is published directly for the benefit of the enlisted men and it is planned to have reports of the progress of work in the shops as well as all other general news. Space will be freely given for the advertisement of entertainments and dances held for the benefit of the soldiers. Especially at the beginning of its existence it will be necessary to have the co-operation of every man. If you know of some news that should appear in the paper don't wait for the other fellow to send it in but report it to the editor or one of the reporters at once.

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The Wire Department is at it hammer and tongs, making wire for all parts of an aeroplane.

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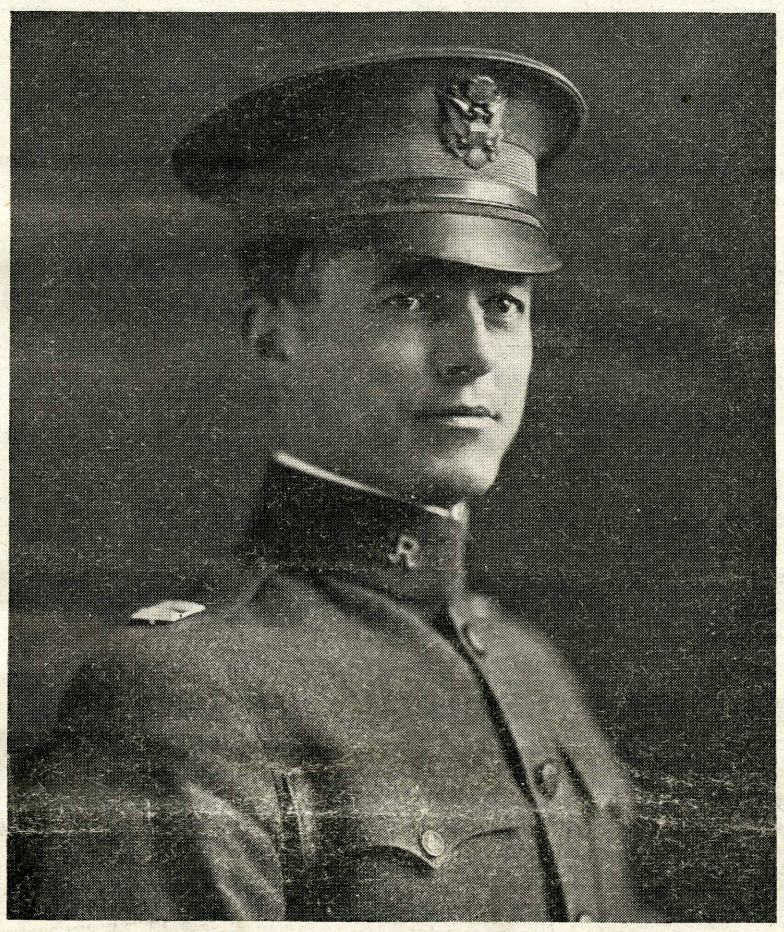
The wood workers are making chips and shavings fly while the saws and planes are keeping up the buzz and roar.

## CAPTAIN WILLIAM MENKEL



Captain William Menkel was one of the first of the great army of civilians to drop their civilian tasks and take up arms in defense of their country.

On September 6, 1915, he closed his desk as associate editor of the Review of Reviews and donned the khaki at the now famous Plattsburg Business Men's Camp. Again in September, 1916, he gave up his time to receive military instruction. He was commissioned a captain in the Aviation Section, Signal Corps, September 24, 1917, and was assigned to duty at Washington.

Captain Menkel was stationed at Kelly Field, Texas, January 5, 1918, and organized the 811th Aero Squadron. On March 8, 1918, the 809th and 811th Aero Squadrons left Kelly Field with Captain Menkel as troop commander and took station at the Speedway, March 10, 1918.

In addition to his duties as commanding officer of the 811th Aero Squadron at the Speedway, Captain Menkel also served as Fire Marshal and Athletic Officer. While serving as Fire Marshal he prepared the Fire Regulations and guard orders which, with few modifications, are in force at the present time.

During the illness of Major Gearhart, from June 2d to July 8th, 1918, he was acting commanding officer of the Post. Since August 4th Captain Menkel has been commanding officer.

That his choice was a happy one is evidenced by the loyalty and hearty co-operation of the officers and men. This spirit has built up a splendid morale and has raised the efficiency in the repair shop to a greater record of accomplishment.

## DANCE AT THE INDEPENDENT ATHLETIC CLUB TONIGHT.

A dance at the Independent Athletic Club at Meridian and Pratt streets, will be held Saturday evening, September 28th. All soldiers and their lady guests will be admitted on that evening without cards and the boys have been keeping the telephones busy for the last week, making arrangements with their friends to attend.

The club is desirous of having a large attendance and will undoubtedly be well pleased with the turnout from the Speedway.

## RECALL AT 3:30 ON SATURDAYS.

Buck privates and corporals and sergeants, as well, are rejoicing over the new order that all enlisted men may be excused immediately after recall is sounded at 3:30 on Saturdays.

According to this order Squadron Commanders may excuse men from standing retreat Saturday and they can pass through the gate any time after 3:30 on Saturday afternoons on their good conduct passes. Of course they will take their turns at staying in every third or fourth Sunday at the squadron.

## 821 SQUADRON LEADS SATURDAY REPORT

The entire 821 squadron expected to be excused from duty at least from Saturday noon until Monday morning when they won first place in the inspection Saturday, September 21st, having headed the list the week before also.

The report of the inspection by the Commanding Officer for September 21st rated the four squadrons as follows:

1. 821st Squadron.
2. 811th Squadron.
3. 809th Squadron.
4. 810th Squadron.

It was noted that there was a singular improvement in all of the squadrons and it was difficult to select between the first, second and third.

The weekly inspection for September 14th:

1. 821st Squadron.
2. 811th Squadron.
3. 809th Squadron.
4. 810th Squadron.

At the inspection of the fire hydrants, fire alarms, fire extinguishers, apparatus, fuse boxes, sprinkling systems and plumbing, all were found in the best of condition. Only one thing of minor importance was noted. The circuiting switch would not open when the door of alarm box 21 was closed. This was immediately repaired.

Some things the men are cautioned on were enumerated in a report after the inspection September 14th: Field shoes must be oiled. Russet shoes must be polished regardless of whether the man is working in the shops or living off the post or is on guard.

The fact that every man has had to take his turn at policing the grounds of the Post with his squadron should cause him to stop and think before he throws a cigarette butt or piece of refuse on the ground. He is likely to be the one who will have to pick it up some cold morning before breakfast.

Too many flies have been living on this Post, but with the advance of fly swatters and reams of fly paper, the fly population has run in close competition with the German retreat.

## *GOOD-BYE TO THAT OLD* ALIBI.

Not satisfied with disturbing sleep gently, the Depot is to have a megaphone, probably located at the guard house, which is promised, will put everybody on the cold floor these winter mornings when the dread "First Call" comes through it from bugle. Good-bye to that old alibi, "We didn't hear the bugle."

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940.9

# DEPOT NEWS

Printed every Saturday by the Officers and Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Pvt. Donald J. Wickizer,
Editor, 821 Squadron
Pvt. Claude C. Castetter,
Business Mgr., 811 Squadron
Cpl. Russell F. Taylor,
Ass't. Business Mgr., 821st

REPORTERS STAFF.

Sgt. 1st Cl. Archie D. Pace,
809 Squadron
Sgt. 1st Cl. Leslie B. Wynne,
821 Squadron
Sgt. Harold C. Jackman,
Medical Department
Cook Leo. Kalb, 811 Squadron
Pvt. James E. Chaput,
809 Squadron
Pvt. Broadus C. Lee, 810 Squadron

## AMERICAN LEADER FOR AMERICANS

With a million and a half or more men now in France it is reported that they will be concentrated upon one part of the western battle front so that the American soldiers will all be under the leadership of American Officers. This is pleasing news for, though the American appreciates the advantage the officers of France and England have over our men in experience, we would rather see them led by their own officers. What the officer may lack in experience he will more than make up in spirit and enthusiasm. Under General Pershing and his staff they can feel sure of the furtherance of that justice for which they are fighting.

* * *

If the Hun persists in calling out "Kamerad" when surrendering to the Americans it will not be surprising to learn that no prisoners are taken. Where is the American who would permit a Hun to call him "Kamerad?"

* * *

What a pity Old Kaiser Bill can't be near to see how quick a rumor of a squadron or two leaving, spreads through the camp, changing gloom to grins. He might find food for thought (if such a thing is not beyond him).

## THE "SPOTLESS POST."

As the number of men on fatigue duty is very small for the work that is being done in keeping the Post properly policed, it is necessary to enlist the co-operation of all the men at this depot. It has been thought advisable to place proper receptacles at different places throughout the Post grounds, and all refuse of every kind must be placed in them. Every individual can take pride in the appearance of the Post when each man has contributed to its good appearance.

With the proper co-operation it would soon be possible to put the few men now engaged in fatigue work on other more important productive work.

We are going to have a "Spotless Post" but every man must help to make it so—or no pass for him!

## LECTURE COURSE ON AERONAUTICAL SUBJECTS

A course of lectures on aeronautical affairs and subjects is being arranged and the time, place and speakers will be announced as soon as the schedule is completed. Engineering Officers of this Post will be the instructors and are exceptionally well qualified to conduct these classes, having had intensive training in colleges and government training camps. The intention is to pass on to the men of this Post the knowledge and information that they have received.

The lectures will be short, practical and to the point, so that every man who is desirous of preparing himself for future duties may have the opportunity to do so and will not have to spend a lot of time on the minor points.

## MILITARY AND AERONAUTICAL LIBRARY PLANNED

It is expected that a library will be established in the near future covering military and aeronautical subjects. Military and Aviation papers will be on file for reference and reading. Text books on different subjects of interest to those who are studying for examinations are very hard to secure, and for that reason this library will be a great help.

Men who possess books on military or aeronautical subjects, which they have read and have thrown into their lockers should inform the editor of the Post News, if they are willing to make a contribution to the library. They can be loaned, if the owners do not wish to part with them permanently. The idea is to give some other fellow the benefit of reading a book that might otherwise be lying idle.

This will be strictly a co-operative proposition and will be as big a success as you care to make it. Report your books at once so that this library may be established in the shortest possible time.

## MILITARY BURIAL FOR CAPT. J. J. HAMMOND.

Funeral services for the late Capt. J. J. Hammond, British Royal Flying Corps, who was killed near the Speedway Sunday, Sept. 22, were held Thursday at noon. The body was carried from the undertaking establishment to the Roberts Park Methodist Episcopal church on a funeral caison. The band from the Speedway furnished the music. Following the band was the firing squad of 809 Squadron. The funeral services were conducted by Bishop J. M. Francis, recently returned from France where he was Chaplain of base hospital 32. Officers from the Speedway joined with the officers of the British Air Mission in paying their last respects to Captain Hammond. The body was interred in the Fisher mausoleum at Crown Hill Cemetery. As the last rites were being performed a huge airplane rushed from the west and hovered over the last resting place. Taps were sounded, followed by reveille, and a military salute was fired by the firing squad.

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* * *

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## WHO GETS THE HONOR OF NAMING THE POST NEWSPAPER?

### Five Dollars Given For Best Name Submitted.

The first number of the Post Newspaper went to press this week without its official name. A number of titles were suggested but none seemed to fit. It was finally thought best to have a contest in which any man on the Post might take part and submit what he thought best.

To the one offering the best name a prize of five dollars will be awarded.

Just an ordinary name is not wanted, but one that will be appropriate and distinctive. This station has been known generally only as an Aviation Repair Depot, while nearly all other camps have been named after some prominent military man or one of the aviators who have lost their lives in this war.

Of course it is an Aviation Repair Depot, one of several in various parts of the country and the name of the paper should in some way, he associated with the work and purpose of the Depot. The newspaper published by the boys at the Repair Depot, Montgomery, is called "Ardmont," the "Ard" standing for Aviation Repair Depot, and the "Mont" being taken from Montgomery.

Come on, boys! Give us the best you've got. Figure out a good one tonight before that bugle squawks tomorrow morning. Give your suggestion for a title to your squadron reporter or to the editor. That's an easy way to get five bones, so don't neglect to attach your name to the slip.

## NOTES FROM 811

Sergeant Naef and Private First Class Houscknecht leave the Post on the 27th for Cornell University, Ithaca, New York, where they will take up the course of training for flyers. These two boys have made a warm spot for themselves in the hearts of the boys of the Post and will be greatly missed. Good luck, boys.

Corporal Moran is rapidly recovering from pneumonia. He likes Fort Benjamin Harrison fine but is anxious to return to the Squadron.

We extend our thanks to Mrs. Catherson for her gift of cedar trees that beautify the lawn of 811. Also for the magazines that help the boys pass their spare moments.

Sergeant Major Ray R. Swigert's mother will arrive this a. m. for a ten-day visit with her son.

Mrs. Cummings, Mrs. Donaby, Miss Fenney and several other ladies were here sewing for the boys Tuesday. The help to the soldiers in this way is second only to the touch of home. Their work is appreciated and they have our hearty thanks.

We don't know just why—it may be for protection against colder weather that threatens; or it may be that added dignity is sought or again, it may be that conquest of the fairer sex is desired, but say, fellows—have you noticed the Charlie Chaplins in 811?

## 810TH SQUADRON.

Quite a number of the men attended the Murat Theatre this week. Pvt. Ralph F. Schyler is home, at Big Flats, New York, on furlough.

Chauffeur W. H. Phillips, formerly of South Dakota, is home on furlough.

Cook G. B. Phillips is also on furlough assisting in agriculture.

Pvt. Floyd C. Thomason has just returned from his home at York, Neb., where he was called to attend the funeral of his father. The sympathy of each man in the squadron is extended to Pvt. Thomason.

Pvt. First Class Wolfred E. McGuire was married last week. We wish him all the success in the world.

The men of the squadron have certainly improved the barracks. As a general rule all the improvements are made by the Maintenance Department, but this work is now dont by the boys. They have been oiling the floors and smearing the paint continously this week, as it seems imperative that our fortune at inspection should change NOW—even though the gods decree more con than pro. Let us all pull together and make 810 win by a furlong.

## 821ST SQUADRON.

The 821st barracks is still receiving its daily coat of fresh paint. If there is another barracks on the Post that is better painted we would like to know it. How about that, Top?

At its noonday meeting on Wednesday, the squadron by unanimous vote adopted the suggestion of Lieut. Snee to replace the old piano in the north barracks with a new player-piano. From now on there will be little rest for the weary till the lights go out.

Sergt. Kuhns left Wednesday afternoon for Chicago to take an examination before the Aviation Examining Board. We all wish him the best of luck.

The many friends of Pvt. Rabenstein have been busy of late wishing him a happy New Year.

Speaking of Jewish holidays, Sergt. Rowe wishes it more generally known that his full name is, and by all rights ought to be, Samuel Rowe, with the accent on "Samuel."

## MEDICAL DEPT. NOTES.

We feel that much credit is due the Medical Officers at this Post, who have given this Depot a very low sick rate, and who are now able to report at the time of our going to press that no cases of "Spanish Flu" have appeared among our men. May they continue to be able to make this report.

Since McNulty, of the Medics, has been working at the Officers' Mess, we may expect him and Dice to stutter less. Each fellow claimed he didn't stutter until he met the other fellow. We wish them luck but we'd miss a lot of laughs, if they improved.


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Bostonian Regulation Army Shoes ..... *$6.50*

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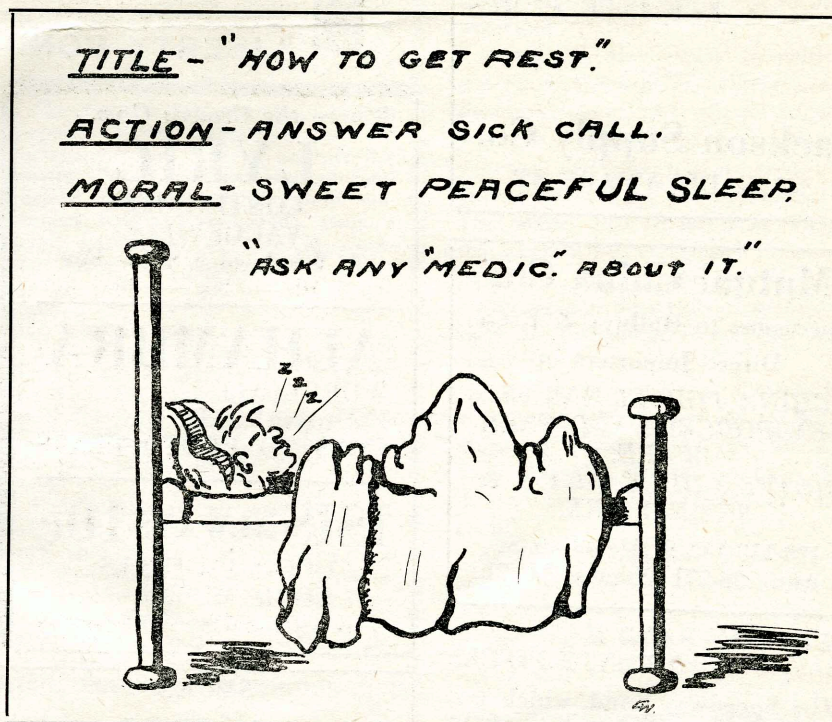



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## *SPEEDWAY BAND HAS TWENTY PIECES*

The Speedway Band, which was organized two months ago with 12 members, has increased already to 20 excellent musicians. With the able assistance of Captain Mahan, and Mr. Harold Joffe, leader, it has become an important factor at the Post.

They have also organized an eight-piece orchestra and are playing for dances regularly. Saturday evening, September 28th, they will play for a dance to be given by the officers of the Post. The orchestra members are: Harold Jaffe, violin; Oerding, piano; Stoeffler, piano; Peters, trombone; Powell, cornet; Tusler, clarinet; White, drums; Cole, cornet.

When on the Post or when away on a pass, do not fail to speak a good word for the band boys,

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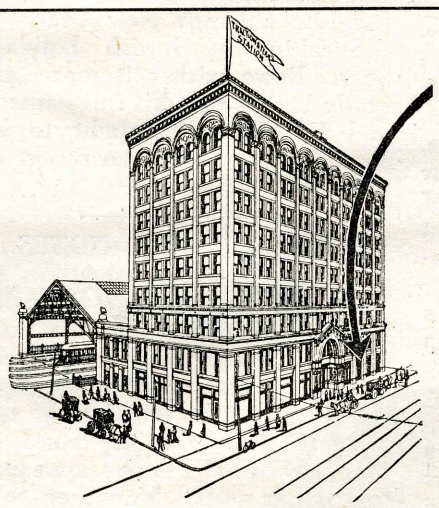

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# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Oct. 5, 1918 | Number 2

## REPAIR DEPOT BUILT UP IN FEW MONTHS

Visitors from Indianapolis, including military representatives of the institutions located here, after visiting this station, have exclaimed with one accord, "I had no idea of the size of this place. I thought it was only a depot." So quickly have the grounds been laid out and the buildings put up and the men adapted to the various departments of this station that the people at our very doors could not believe until they had seen.

This station is but an integral part in the administration of the mighty program of building planes and keeping them in the air. But when viewed as a separate institution built up over night to perform a new function in the new business of aircraft construction it stands an example of the purpose and of the determination and the resourcefulness of this nation to play its part in driving back the Hun.

This Depot was established on February 4th, this year, upon arrival of the 810th Aero Squadron from Kelly Field, South San Antonio, Texas. Major Guy L. Gearhart, Signal Corps, was ordered to Indianapolis and directed to take station as Commanding Officer. In his absence the Commanding Officer of 810th Aero Squadron, Captain Clayton E. Emig, Aviation Section Signal Corps, became the Commanding Officer. Captain Edwin P. Webb, Aviation Section, Signal Corps, formerly a member of the staff of the Adjutant General of the State of New Mexico, was detailed as Adjutant. Captain Edward B. Metzen, Quartermaster Corps, formerly from Fort Benjamin Harrison, was Quartermaster and Captain Edward Laughlin was detailed as Chief Engineer Officer. Major Orval A. Suttle, Medical Corps, was Post Surgeon. The arrival of subsequent squadrons has augmented the numbers to the present post strength.

The commissioned and enlisted personnel constitutes a cosmopolitan community. Mechanicians, clerks, cooks, and chauffeurs have come from all parts of the Union, and at the Speedway there is no East or West or North or South.

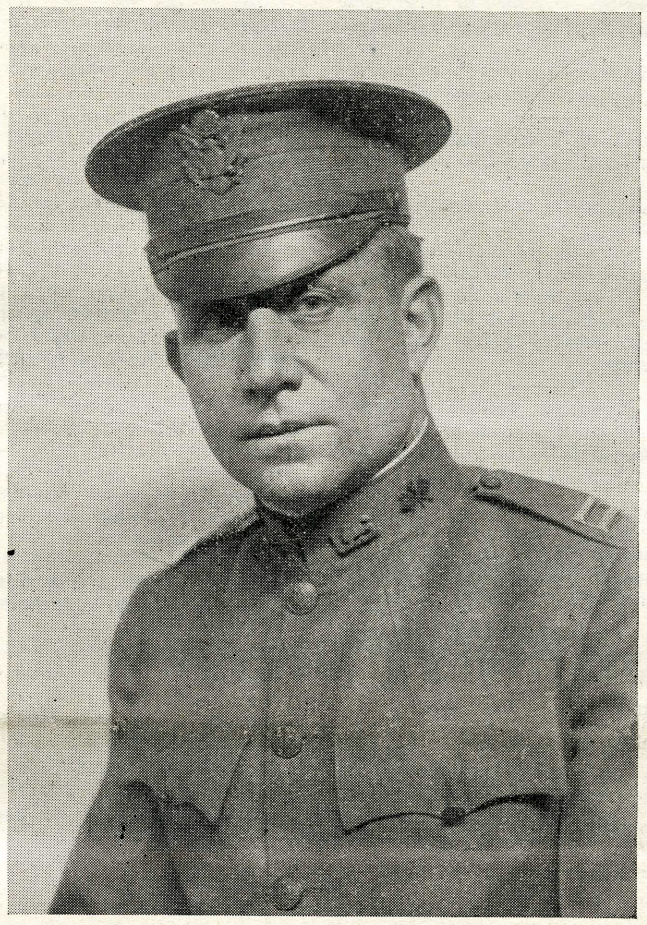
Before the shops were in readiness for operation considerable emphasis was placed on drill and later battalion parade and review were added to the ceremonies. Early in April the Post was pre- ...ith a flag staff and three flags by the men who had been employed in the construction of the post. The flag was raised with appropriate ceremonies and is but another expression of the determination to be a military station.

No provision is made in the tables of organization for a post band, but the men bought their own instruments and practiced after shop hours and now a band of thirty pieces lends its effect to the martial atmosphere.

This station has been especially fortunate in securing a splendid Y. M. C. A. building. The building soon became the natural home of entertainments and comradeship and fraternity in the evening and during spare time. Its program of education has opened special courses for those who would improve their time by extra study.

As this station has exceeded the original plan in production, in numbers and in military activity, it can not but be felt that it is still in its infancy of usefulness. This newspaper is but one evidence of a desire to grow and to become more useful.

## CAPTAIN EDWARD LAUGHLIN



Captain Edward Laughlin, Chief Engineering Officer of the Aviation Repair Depot, is a soldier of wide experience, having served his country over twenty years, in the following capacities: Private, Corporal, Sergeant, Master Gunner and Master Electrician Coast Artillery Corps; commissioned Second Lieutenant in May, 1917, Instructor in Electricty and Gunnery Second Artillery Officers' Training Camp, Fortress Monroe, Virginia, September, October and November, 1917, at close of which he was commissioned a Captain in the Air Service and was assigned to Personnel Officer in Balloon Division, Chief Signal Office, Washington, D. C.

During his many years he has spent in the service, Captain Laughlin has been stationed in all parts of the United States, the Philippines and Japan. While stationed in the Philippines he accomplished complete surveys involved in placing the fortifications of Corregidor and Grand Island. In the states he was Instructor Coast Artillery School, Fortress Monroe, Va., in Electricity, Steam Engineering, Gas Engineering, Mathematics and Fire Control Installation.

Late in 1917 he was transferred to Engineering Department, A. S. S. C., and spent about four months visiting different production plants of Airplanes and Aero Motors, gaining a comprehensive knowledge of the construction, repair and maintenance of them.

The Captain came to the Aviation Repair Depot, Speedway, in the early spring of 1918 as Engineering Officer. The buildings were not completed and none of the shop machinery had been received. Only a small portion of the present working force had reported for duty. Today Captain Laughlin is at the head of a machine whose production is far in excess of the most optimistic estimates. The perfection of the machine or organization is due to the Captain's untiring efforts in coordinating the various departments which is now reflected in the quantity and quality of the planes produced.

The success of all our forces is largely dependent on the efforts of such men as the Captain, who, not being permitted a chance to share in the glory of actual combat, still drive on with ceaseless energy to bring our army and its equipment to the highest degree of efficiency.

Miss Florence Parsons, our popular stenographer, spent Sunday and Monday visiting her sister at Logansport, Ind. We are all glad to see her back.

## 809 WINS IN INSPECTION

Squadron 809 headed the list for the highest percentage in the inspection rating Saturday morning, September 28th. The rivalry for first place is getting to be very intense. The rating Saturday was as follows:

1. 809th Squadron.
2. 811th Squadron.
3. 821st Squadron.
4. 810th Squadron.

To be at the foot of the list is not necessarily an indication of low efficiency, as a very high standard has been established, and the grading is so close that a slight oversight, such as a dirty window and a few misplaced articles, would put the squadron out of the race for first place.

The rules governing cleanliness in the barracks and the arrangement of clothes in lockers and trunks are not just the kind of rules that the boys like, but they are just the thing to increase the personal efficiency of each man.

### PICTURE HOUSES TO GIVE TO SMILEAGE FUND

One day each month will be observed by Indianapolis moving picture houses, according to arrangements completed by L. J. Meyberg, personal representative of the War Department's military entertainment council of the commission on training camp activities, when they will give a certain percent of receipts to the Smileage Fund.

Under this plan, which is under the general direction of Mr. Meyberg, every theatre in the country will set aside and advertise a certain day each month on which it will give ten per cent of its gross receipts to the Smileage Book fund. This money will go direct to Washington, where it will be invested in Smileage books for the soldiers in the various training camps who enlisted or formerly lived in the towns where the money came from.

Some of the downtown theatres have already pledged themselves to this arrangement. They are: Circle, Alhambra, Lyric, Colonial, Regent and Isis. Other theatres are rapidly joining the movement.

No doubt the Speedway boys will soon be receiving some of these Smileage books. They will help pay for them, too, for the "flyers" at this station are very good patrons of the "movies" down town.

### "SPEEDWAY DOPE" NEW NAME.

From among about thirty titles submitted for the name of the post newspaper, five were selected by the staff, but the staff was not able to decide upon any of the five and finally "Speedway Dope" was selected as an appropriate name.

This station is known best by the name, Speedway, and the word "Dope" is the name of an essential paint used for aeroplane wings, also is a slang word used a great deal in the air service. The "Speedway Dope" will contain all the dope on the doings of this station, so help boost this paper.

Those who submitted the five winning names were: Sergt. F. A. Apple, W. H. Evans, Sergt. R. P. Conners, Sergt.-Maj. Lupole and Sergt.-Maj. Marsh. These five men are the lucky birds and each win one-fifth of the prize of five dollars.

9A09
742d
v.1 no.2

# SQUADRON NOTES

## 821ST SQUADRON.

Of course 821 is feeling proud these days of the appearance of the grounds and walks around and about the barracks. We admit that the grounds about our barracks are the best sodded of any in the post. Paint within and sod without have left little more to be desired from an aesthetic standpoint. In fact we feel so perky about it that we challenge any other squadron to do better.

Why is the canteen? A good many 821 men would like to know. It would be better in our humble opinion to close up the canteen during a part of the shop hours on week days and to keep it open Sunday afternoons and evenings. We make it a motion that this suggestion be considered.

---

While Operator Katzenberg of 821 was on the switchboard at 3 o'clock Sunday morning some young lady called and wanted to know whether the Speedway Repair Depot was quarantined. She was evidently speaking for some soldier victim of German propaganda. The operator replied, "Yes, it is at this time of night."

---

Lieutenant Snee knows what the boys like. He fixed up a theatre party for all the boys of the Squadron Monday night. Of course it is a "Dutch treat," but when we get the best seats at wholesale prices it is appreciated. A committee of three was selected to look after the details. We can tell better after Monday whether Kalem, Burns and Schwegman are any good on an arrangement committee.

---

The lectures by Lieutenant Eldridge on the use of the Gas Mask are interesting, and full attendance is always on hand. It was quite a surprise to learn that the Germans were not the first to use gas, and that it was used by the ancient Spartans successfully in an offensive drive against a strongly fortified city.

---

"Whitey" Mannon should have his right shoulder examined. It seemed to be decidedly out of place last Sunday evening.

---

Last Monday was an unusually "striking" day for Mardo Kaehn. In fact, it was even "matchless."

---

As he have the new pianola we want to hear "Whitey" Mannon and "Nort" Fishbein harmonize to the tune of "Indiana."

## 809 NOTES.

Last Sunday the Guard made a charge on the barracks with fixed bayonets, driving many of the I. W. W.'s from their cots and leaving them homeless in the Company streets. But the news of the raid was carried faster than expected and several squads, in movement of skirmishers, went over the top of the back fence. It is wonderful what that coal pile will do.

---

Sergt. North, better known as "Potatoes," is again heard from. He insists that if the season lasts long enough he will win a game yet. Well, at any rate, old boy, any one who bats 1.000, strikes out sixteen men and allows only four hits should win. What's wrong?

---

Sergt. A. Fischlein returned Tuesday evening, having spent a five-day furlough at home.

---

809 Squadron jumped from third to first of the list in the Saturday inspection, and feel that they are going to keep the lead. Good work, men; keep it up.

---

Six days out of last week and nine hours each day lets the boys off at 3:30 Saturday afternoons. We appreciate all small favors.

---

While Mr. Shaw, the Y. M. C. A. Secretary, was waiting on his Bible class he heard a "Left! Left! Left" coming up the street and looked out and saw his class with scores of other men policing the grounds. This work lasted until dinner, and in the afternoon they spent several pleasant hours cutting grass. Cheer up, fellows, winter will soon be here, and we won't have to cut grass. Shoveling snow is better.

---

Sergt. Harry Wilson and his staff deserves much credit for improving the sanitary conditions of the mess hall.

---

J. E. Chaput has retired from the ring, but he offers his assistance to Sergt. Don Curley in keeping his men in condition.

---

Sergt. Thomas Fischlein has just returned from a five days' furlough.

---

Sergt. Kominsky is spending a furlough at the bedside of his mother-in-law.

---

Quite a number of new men are showing up each day. In fact, we don't know the names of half the men now. We even made the mistake of calling one of the "new" men a rookie the other day and later discovered that he had eight months' more service to his credit than we could show.

---

Weird and doleful sounds in Squad room B this week proved to be F. L. Chaput composing a funeral march for Kaiser Bill. Here's luck.

---

With the coming of autumn one of the popular indoor sports is "passing the buck" about various articles of summer clothing lost, strayed, stolen or loaned.

---

Who is next? Oscar Price got a ride in an aeroplane last Sunday, almost. Tough luck, Price.

---

Sergt. Keenan and Private Price have buried the hatchet, but both marked the spot for future reference.

---

"Box Elder" Chilwood may be seen any day in the Engine Repair busily engaged in exercising the electric valve-grinder.

---

Samuel M. Swartley returned Saturday from Lansdale, Pa., where he spent a ten-day furlough with his wife.

---

The Aeolian Pianola arrived Thursday afternoon and has already had a thorough initiation. It sure does fill the bill.

## 811 SQUADRON NOTES.

The telephone service would be very satisfactory providing a larger box would be installed for depositing the coins.

---

Some of the boys are receiving the inoculations for the Spanish Influenza. Is it an excuse to go to town or is it because they are interested in the girls?

---

Private Will J. Haney of the Officer's Mess is a well-known vaudeville artist. The last nine years he has staged an act with his wife. They were known in the theatrical world as Jim and Anna Francis. After finishing their season at Keiths he enlisted here. His wife is now staging a single so successfully that Haney fears she won't need him when the war is over. Haney is a dancing instructor as well as a producer, and is willing any time to render his services in Post shows.

---

Corporal Clayton and Private Jackson handed in their resignations as members of the "Give-me-Club."

---

Sergt. Krumbar left Monday noon for Chicago to take final examination for the flying school.

---

Some fellows have it hard in the army, others have trouble with their ears.

---

Sergt. Hayden's noble assistant, Sergt. E. Brown, has been a little overworked this month. It seems the statements were a trifle late. We know this to be a fact on account of his demonstrations of late.

---

Corporal Shaw likes flying immensely. He thinks it is much better than motoring, as the road is not quite so rough.

---

Sing to the Air of "Mother."

S is for the soup they feed us daily,
H is for the holes we had to dig;
O is for the outfit we belong to,
V is for the victory yet to win;
E is for the end of our enlistment,
L is for the loved ones far away.
Put them all together they spell shovel,
Our emblem down at Kelly Field, Tex.

---

O. F. Pierce, who has been doing K. P. work for the past two months, received his promotion to cook this week.

---

Sergt. Wesley Gadd, who left a few weeks ago for Officers' Training School, Louisville, Ky., was with us a few minutes Sunday morning.

---

Corp. Preston Parker, transferred to Air Service unassigned, and given an indefinite furlough, left this week to return to his work as President of the Parker Tire and Rubber Company.

---

Cook James P. McGee was caught again entering a limousine just outside the Post the other afternoon. Has she another friend, Mac? There are quite a few of us who would like to go sightseeing.

# SHOP NOTES

You can ask anyone and they will tell you it is a sin to get a man like old Bill Petranck of the 809 to stick his head in between the wires of a fusilage and then have some bird touch a live wire to it. Bill says they are no friends of his.

---

Great excitement in the Assembly—Bob Markley bought his October package of Beech Nut.

---

Washing motors is much easier now since the spray system has been installed.

KAHN UNIFORMS

Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

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OF-INDIANAPOLIS

Sold At
Kahn Building,
Washington and
Meridian Sts.

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Kahn Factory,
St. Clair St. and
Capitol Ave.

The new system can be handled with two hands, but it used to take about three hands to hold the can and air hose.

Lieut. Kincade has charge of the motor department in place of Lieut. Peterson, who is on detailed service at another Post.

Second-hand parts have gone up—above tool room A.

### 810TH SQUADRON.

Lieut. W. M. Moore, attached to the 810th Squadron, has returned from a business trip to Dayton, Ohio.

Captain Clayton C. Emig, who is inspector of landing fields for the Fourth Liberty Loan Drive and accident inspector for the Post, has returned from a leave of absence on work in the interest of the Air Service Branch of the Liberty Loan Drive.

It may be of interest to note also that Brother Worel spent Thursday evening in the Post for a change, which is evidence of his rapid recuperation, both physically and morally.

### A POST GYMNASIUM.

The above subject of a Post Gymnasium was brought to mind while talking to some of the men who are very much interested in acrobatic and apparatus work. There are quite a few men on this field who are quite adept at gymnastics, and who prefer this form of sport to the more vigorous kind.

A post gymnasium would embody numerous forms of indoor sports, such as indoor baseball, basketball and handball. Along with the games are the apparatus and mat work. The apparatus that appeal to the majority of the fellows are the parallel bars, rings and horizontal bars. Of course, high-jumping and pole-vaulting apparatus are included in the equipment, but the first three mentioned are the most popular. Last, but not least, come the acrobatic stunts.

In the 821st Squadron there are three or four men who are known to be very clever at performing on their hands, executing handsprings and cutting all sorts of capers. With a little practice these men could become finished acrobats and take part in the weekly entertainments at the Y. M. C. A.

Of course, the argument is offered that the majority of the men work in the shops nine hours a day, and are too tired to take any interest in sports of this kind. We have on this post a few professional boxers, amateur boxers, and still more men who aspire to be boxers. These men are not too tired to get out in the evening and knock the stuffin' out of a punching bag and do the St. Vitus' dance on the platform across the street.

One of the camps in the South is going to build a fair-sized swimming pool for the use of all the boys in the camp. That would not be practical for this post, as there are so few months in the year that a swimming pool could be used with any degree of comfort. The point is—that if the other camps can put over projects of an athletic nature why can't we do it at this camp?

At the present time a few of the boys are practicing on their mat work at one of the clubs in town. It is rather inconvenient to run back and forth, and it is almost impossible to get any regular practice. If there was a gymnasium in the post equipped with apparatus and large enough for a basketball floor all forms of athletics, with the exception of football and baseball, could be handled with ease.

Of course this all has to go through the proper channels to the proper authorities, but if the fellows who are interested enough in a proposition of this kind will get together and boost the thing there is no reason why the plan can not materialize. Get together, fellows. Talk it over with Lieut. Snee, Post Athletic Director, and Mr. Robertson, of the "Y," and see if we can't start the ball rolling. R. F. T.

### MASTER MUSICIAN BECOMES PAPA.

Herman Stoeffler, artist on the cymbals in the band, has become a "sweet papa." Congratulations, Herman. This Stoeffler man has studied cymbals in Europe and has played them before the great musical critics and is recognized by his friends as the most thorough musician who ever stepped upon a concert stage. That's going some. And now he is a happy father, too. Good for you, Herman.

## TAIL SPINS

Friend Lupole is married, they say—wonder why he stays in the Post?

### CAN'T TRUST 'EM.

A burying party had completed its job and the leader returned to report to his commander.

"Did you bury all the dead, as I ordered this morning?" asked the captain.

"Yes, sir," answered the sergeant, "but we had a little trouble with one of them."

"How was that?"

"Why, one of them raised up on his elbow and said he wasn't dead; but he was one of those darned Germans, and you never can believe anything they say, so we buried him anyway."—Exchange.

It's hard to get up in the morning when they holler "one foot on the floor," but wouldn't it be a lot easier, though, if only we always had a bit of brick handy for the guy who begins to sing about the comforts and conveniences of Fort Leavenworth? Ask Sergt. Broeker.

### THE LATEST DANCE.

Rather unconcernedly the soldier looked over the couples as they tripped across the polished floor while the jazz orchestra poured forth ravishing music. One couple lost the meter at the very start and couldn't seem to get back into time. The uninterested one on the "sideline" suddenly pricked up his ears and seemed very much fascinated with the manner in which this particular soldier and young lady were demonstrating the latest terpsichorean steps. As the number concluded he walked over to the perspiring soldier and asked:

"Say, Bud, what kinduva' dance was that anyhow?"

"Huh, I dunno—a rout step, I guess!"
—Kelly Field Eagle.

### NOW WHAT WOULD YO DO?

A private returned from furlough 24 hours late.

He was hauled before his company commander and ordered to give his reason.

"While I was standing at the station, sir," said he, "the band started to play 'The Star Spangled Banner.' I snapped to attention, and while I was standing there the train pulled out. What was I to do, sir, but remain standing at attention?"—Kelly Field Eagle.

A recruiting officer in Germany determined that no prospective soldier should elude him. One man said he was too old, but the officer replied: "Von Hindenburg is seventy-two and he's in. Get a gun."

Another man with one arm came up to claim exemption, and the officer said: "The Kaiser's in. Get a gun."

Finally a woman brought her half-witted son, and the officer said: "No matter; the Crown Prince is in. Get a gun."

John Ratt, a full-blooded Indian of Cherokee county, Oklahoma, being drawn in the draft of selected men, was sent to Camp Travis, Texas, for training. After he had been in camp for several days he was haled before the adjutant for failing to salute an officer, and gave the following explanation for his default: "Me live at Welling. When me meet man from there maybeso speak to him one time. No more speak to same man all day. Down here me salute it every time me pass it man."


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"YOU WILL FEEL AT HOME AT THE LINCOLN"

WILLIAM R. SECKER
General Manager.


### Correct.

Little Jim, did not know quite so much about scriptural history as he ought to have known, but when his sister asked him, "Where was Solomon's temple?" he was rather angry that she should think him unable to answer a simple question like that.

"Don't you think I know anything?" he asked.

"Well, where was it, then?" his sister repeated.

And then he informed her: "On the side of his forehead, of course, the same as other folks'! Do you think I am a dunce?"

### Couldn't Follow Suit.

"Well," remarked the facetious person, "do you believe in the old saying, 'When in Rome do as the Romans do?'"

"No," replied the widely traveled man. "I am an adaptable person as a rule, but I was once the unwilling guest of some cannibals on an island in the Pacific, and I couldn't do as those particular 'Romans' did when they sat down to a banquet."

Reports to the department of labor from 39 large American cities show that a surplus of labor exists in 34 cities, as against a labor shortage in five. Labor experts say, although a serious shortage still is apparent in the building trades, the demand in cities having a percentage of unemployed has simmered down to skilled mechanics, particularly those needed for munitions work. Shortage in farm labor is limited largely to communities affected by war industries.

### Holland Bureau of Labor.

Under a decree of Sept. 26, 1916, a bureau of labor has been established by the Netherlands in the department of public works, charged with instituting unemployment insurance, establishing labor exchanges and endeavoring to prevent unemployment and to provide unemployment benefits.

### Wisconsin Industrial Accidents.

A report by Wisconsin's industrial commission shows that the number of industrial accidents in that state increased from 11,006 in the fiscal year of 1915 to 20,560 in the fiscal year 1917

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

DONALD J. WICKIZER--------Editor
CLAUDE C. CASTETTER----------
---------- Business Manger
CORPORAL R. F. TAYLOR--------
--------Assistant Business Manager
BROADUS C. LEE-----Sporting Editor and Reporter 810th Squadron.
SGT., 1ST CL., A. D. PACE--------
---------- Shop Reporter
JAMES E. CHAPUT----------
----------Reporter 809th Squadron
COOK LEO KALB----------
----------Reporter 811th Squadron
SGT., 1ST CL., L. B. LYNNE-------
----------Reporter 821st Squardon
SGT. H. C. JACKMAN----------
------Reporter Medical Department


### ROSTER OF OFFICERS.

MENKEL, WILLIAM, Captain, A. S. S. C.
SNYDER, RALPH M., 1st Lieut. A. S. A.
SUTTLE, ORVEL A., Major, M. C.
EMIG, CLAYTON E., Captain, A. S. S. C.
LAUGHLIN, EDWARD, Captain, A. S. S. C.
MAHAN, HARRY B., Captain, A. S. S. C.
ROBISON, JOHN E., Captain, M. C.
CASPER, ROGER L., 1st Lieut. D. C.
EMERSON, WILBUR T., 1st Lieut. A. S. S. C.
HAMMAN, EARL W., 1st Lieut. A. S. A.
LORD, ALBERT C., 1st Lieut. A. S. S. C.
MAURER, ALFRED L., 1st Lieut. A. S. S. C.
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BRANDI, RAYMOND J., 2nd Lieut. A. S. A.
BRANSON, ARTHUR H., 2nd Lieut. A. S. A.
BERGBOM, CHARLES E., 2nd Lieut. A. S. S. C.
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COMER, BRAXTON B., 2nd Lieut. A. S. S. C.
ELDRIDGE, ARTHUR E., 2nd Lieut. A. S. S. C.
GOODRICH, ALONZO C., 2nd Lieut. A. S. S. C.
HAYDEN, BASIL L., 2nd Lieut. A. S. S. C.
JORDAN, FRANK L., 2nd Lieut. A. S. S. C.
KENT, GEORGE IRVIN, 2nd Lieut. A. S. A.
KINCADE, FRANKLIN P., 2nd Lieut. A. S. S. C.
KNUDSEN, HERLUF A., 2nd Lieut. A. S. S. C.
MOORE, WALTER M., 2nd Lieut. A. S. S. C.
O'BRIEN, MICHAEL A., 2nd Lieut. A. S. S. C.
PETERSON, ORRIN P., 2nd Lieut. A. S. S. C.
SHERWOOD, CAREY, 2nd Lieut. A. S. S. C.
SNEE, JAMES J., 2nd Lieut. A. S. S. C.
SNYDER, JOHN J., 2nd Lieut. A. S. S. C.
TAYLOR, WILLIAM A., 2nd Lieut. A. S. S. C.
WALLACE, JAMES, 2nd Lieut. A. S. A.
WINBIGLER, HOWARD D., 2nd Lieut. A. S. S. C.

The response of our civilian compatriots on the Fourth Liberty Loan Issue is indeed pleasing to the soldiers, both at home and abroad.

o

After the copy had been handed to the printer last week it was discovered too late that a larger paper would be necessary for the news of this Post. Several columns had been prepared that had to be left out, so for the second issue we have increased the size to eight pages. It is the purpose to print only the news that directly concerns the men at this station, as it would be impractical to try to cover any other news when the several Indianapolis dailies are read here every day. Be sure to lend your help by reporting any news you may have to the editor or to one of the reporters.

o

As election time draws near politicians are concerning themselves over soldiers' votes. Those men who are in France have little time to consider the political affairs at home, even though they might be very much interested. Neither would they be able to keep in touch with home affairs and be able to vote as they wished. These men in France are giving all they have to protect the liberties of the American people as well as the people of the Old World; and the civilians at home should take upon themselves the responsibility of electing the best men for every office. No doubt the soldiers encamped near their homes will cast a vote this fall, but the experience of those who are registering the men in the various camps shows that the soldiers are not greatly concerned. Out of 60,000 ballots mailed by the State of Massachusetts at the last election only 3,000 were returned. The soldiers appreciate the efforts to give them the opportunity to vote, but as the number of men from all the parties is probably proportionately equal the vote would not affect the result of the election should all soldiers take advantage of the opportunity to cast a ballot.

### EMPLOYES AT THE OFFICERS' MESS.

Grand Minstrel First Part.

McNulty and Haney, Principal Ends.

Rennick and Wilmarth, Tambo and Bones.

Sergeant Lindsay, Interlocutor.

Red (Grand Interlocutory Overture)—Men, be seated and peel the spuds.

Mack—Say, Red, what do you have to do to get those three stripes on your right arm?

Red—Never mind, Mack, you don't get them from hanging around the Claypool corner.

Mack—I know you don't. If you did you would be a Zebra.

Red—Haney will sing "I Didn't Know There Were So Many Dishes Until I Joined the Army."

Red—Mack, you know that song, "Girls, Girls, the Beautiful Girls"? Well, I wrote that.

Mack—And, Red, did you hear that one? "Coal, Coal, the Old Black Coal."

Red—Sure, I have.

Mack—Well, I shoveled that when I came back from Cleveland.

Wilmarth—Say, Red, what's the difference between a Buck Private and a fishing worm?

Red—I don't know.

Wilmarth—Well, there's no difference. A chicken gets them both.

Red—Rennick will now sing "We Want a Wooden Legged Man to Mash Our Potatoes."

Haney—Red, did you know that the Kaiser has quit drinking?

Red—Is that so? Now tell me why?

Haney—"Too much Wilson."

Red—That's an old joke.

Haney—Yes, but this is a new paper.

Mack—Sergeant Lindsay, better known as the Indigestion King and Stomach Robber, will sing "I Never Felt Blue Until I Rode in a Blue Taxi."

Song Finale—"Now the Dishes We Will Do, Then We Can Catch the Seven Twenty-Two."

### LIBRARY.

The Military and Aeronautical Library is assured in the plans now under way, and rapidly nearing completion. What we want from all officers and enlisted men is to loan us books that they are not using, which some other ambitious man wants to read. Send a list of your books to the editor. DO IT NOW.

The present plan is to make it a Reading Library, where men can be prepared when opportunity comes their way. Owing to the newness of the aircraft industry books on the subject are few, and not many are available throughout the country, and a scarcity exists at this post. For this reason it is thought that the books should not be allowed to leave the Reading Room. In this way you can depend upon all books being at the Reading Room and not drawn out by somebody who is not actually using the book you want.

Some of the important books on military subjects, of which there should be many copies in this reading room, are:

Infantry Drill Regulations .
Army Regulations.
Interior Guard Manual.
Field Service Regulations.
Signal Corps Manual No. 7.
Signal Corps Manual No. 3.
Send in that list of yours now.

Current copies of the "Aerial Age Weekly" and others will be kept. If you subscribe for some aeronautical magazine why not keep it on file for others after you have read it? Why not be prepared on all these subjects of aeronautics to help win the war? War Department bulletins from the Technical Data branch of the Technical Section on important aeronautical subjects, comprising the experience abroad, will also be on file.

Read how "Italian War Aviation" is helping to win the war in the "Aerial Age Weekly," September 2, 1918, also a description of "The 240 H. P. 8 Cylinder Mercedes" which was captured by the Royal Air Service, in the same issue. Mr. John D. Ryan, Second Assistant Secretary of War and Director of Air Service, tells about the progress of the air program for the United States in the September 9th issue of the "Aerial Age Weekly."

Now altogether—LET'S GO!


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## Y. M. C. A. NOTES

Roscoe Shaw.....General Secretary
Marvin Lain.....Asst. Secretary
Ernest T. Maze.....Edu. Secretary
H. E. Robertson.....Rec. Secretary

BULLETIN.

October 7-13, 1918.

Monday.
12:30—Geometry class, Sergt. Swigert.
6:45—Trigometry class, Mr. Makey.
7:45—Mothers' Correspondence Club directs a play, "Making of Dreams."

Tuesday.
6:45—Geometry class, Mr. Maze.
7:30—French class, Mr. Geo. P. Meier.
7:45—Movie, Douglass Fairbanks in "Headin' South."

Wednesday.
12:30—Geometry class, Sergt. Swigart.
6:45—Geometry class, Mr. Maze.
7:45—Program by Local Council of Women. Mrs. S. R. Artman, Reader; Miss Mabel Garner, Solo Dancer; Miss Esther Lucile Fleming, Vocalist. A comedy sketch, "A Storm in a Night."

Thursday.
6:45—Trigometry class, Mr. Makey.
7:30—French class, Mr. Geo. P. Meier.
7:30—Religious Address by Mr. John N. Feasy, Superintendent of the New York Store.
8:00—Movie, Ann Pennington in "Sunshine Nan."

Friday.
12:30—Geometry class, Sergt. Swigart.
8:00—Athletic and Play Night.

Saturday.
"Write a Letter Home Night."

Sunday.
9:30—Catholic Mass, Father Duffy.
10:30—Bible Study.
7:30—A Talk by Mr. Shaw.
8:00—Movie.

NOTES.

Classes in algebra and French are being organized and work will begin this week. Definite announcement as to recitation days will be made next week. Boys, you better get in some of these classes. It pays.

The "Winter Bill" is on at the Y. M. C. A., and you will find something good any time you drop in.

Get the habit of at least one religious service a week.

Don't forget to write to the folks at home.

We have a great camp, boys; all boost and help lick the Kaiser.

It is planned to have a Stunt Night at least once a month all winter. Trot out your talent and get in line.

A class in Shorthand and Typewriting is being considered. If you are interested see Mr. Maze.

Don't miss hearing John N. Feasy Thursday night. He is a winner.

Remember the Catholic Mass on Sunday is at 9:30 instead of 8:30.

Keep in mind the Basket Ball.

Get the Y. M. C. A. habit, boys; we are for you.

Additions are being made weekly to the mechanical library. Secure an order from your commanding officer and make use of these valuable books.

By the way, you will help us greatly if you will return the books promptly at the end of seven days.

A lot of new fiction will soon be placed on the shelves.

A new batch of the latest war books is on the reading table.

Use our athletic stuff freely and always return it the same day. This helps us keep it checked up.

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## SPORTS

SPEEDWAY BOXERS NEXT WEDNESDAY NIGHT

The Speedway-Camp Taylor clash at Tomlinson Hall Wednesday night, October 9, will be a big drawing card, under the direction of Athletic Director Lieut. Snee. Six high class boxing bouts have been scheduled, most of them having met before in a series of bouts at Camp Taylor. All are anxious for another try at one another.

Tommy Dillon will meet Buck McMasters, both weighing 145 pounds, in a four-round argument in the first bout on the local card.

Sammy Sandow of Camp Taylor will tackle Private D'Luccio of the Speedway in the second scrap. Sandow weighs 125 pounds, and was the best featherweight around Cincinnati before becoming a soldier. He boxed Kid Herman, the champion, last year. D'Luccio weighs 122 pounds and is an aggressive little battler.

Hugh Ross and "Chuck" Wiggins are matched for a four-round battle, while Sergt. Curley of the Speedway and Sergt. Metrie of Camp Taylor are matched for six rounds. This match will be the wind-up for the card and should be a corker. Curley and Metrie met at Camp Taylor and Metrie was awarded the decision. Curley is tickled fitless that he has another chance at Metrie, so the going should be rather rough throughout the entire six rounds.

Packey McFarland and Jack Dillon are scheduled to meet in an exhibition bout.

Following is a schedule of events:

Tommy Dillon vs. Buck Masters (145 pounds).

Sammy Sandow, Camp Taylor (125 pounds) vs. Private DeLuccio, Speedway (122 pounds).

Franky Mason, Camp Taylor 112 pounds) vs. Solly Epstein, Indianapolis (115 pounds).

Corp. Margolis, Camp Taylor (128 pounds) vs. J. Chaput, Speedway (130 pounds).

Hugh Ross, Camp Taylor (158 pounds) vs. "Chuck" Wiggins, Indianapolis (158 pounds).

Sergt. Don Curley, Speedway (130 pounds) vs. Sergt. Metrie, Camp Taylor (145 pounds).

AVIATORS LOSE TO RUPPS CLUB.

The Aviators were defeated by the Rupps Sunday afternoon at the Washington Park grounds in one of the best games of the season. The score was 2 to 1.

"Red" Hayes and Lou North, former Milwaukee A. A. hurler, says the Monday Star, battled out one of the prettiest twirling duels seen in a long time. North struck out sixteen of the Rupps batters and allowed but four hits, but he weakened toward the close of the game, and the Rupps broke through for the needed run. Hayes fanned eight men and allowed but five swats.

Our boys tried hard to win out, or at least tie the count, in the last half of the ninth, but couldn't make it. The teams were tied up at 1-all going into the ninth. This game was marked by some fine playing. It was in the seventh that both teams crossed the plate, performing some of the neatest base running seen in a long time.

An all-star team will meet the A. B. C.'s at Washington Park tomorrow afternoon (Sunday, the 6th). Several big league players will be added to the regular Speedway lineup.

BOWLING TEAM IN FIRST PLACE.

A winter sport that has been quite popular as well as beneficial to enlisted men of this Post is bowling. A team has been organized and is entered in Beam's No. 1 League of Indianapolis, and is already giving a good account of itself. The team has pulled into first place and promises to keep well in the lead of the other nine teams which are representing different concerns of the city. They have won nine games and only lost three, having won three straight Thursday night, Oct. 3, 1918.

Private Finley of the 810 Squadron is captain and is responsible for having organized the team composed of the following men: Sergeant North, Sergeant Evans, Corporal Golvash, all of the 809 Squadron; Sergeant Gearki of the Q. M. C., and Sergeant Whitehead of the 821st Squadron. It is hoped that the team will be recognized as the Post team. The men, however, are willing to finance the team themselves.

*John Martin of the Capitol Alleys* recently stated that he could furnish sufficient alleys on Monday or Friday of each week for a Post league of four or six teams.

Bowling is an excellent indoor sport for winter, and a number of teams could be easily organized among the men of this Post.

AVIATORS WIN AT CINCINNATI.

The baseball team was in Cincinnati two weeks ago and from all reports played some "Old League Stuff."

The first game ended with a score of 4 to 0. Rapp, of the 821st, being in good form, twirled the "pill" down the alley with such speed and hops that the boys from Norwood prayed for the ninth to come soon.

Sgt. North, of the 809th, took the box for the second game and it is needless to say "Lew" put everything on the "apple." In fact, he pitched with a regularity that soon grew monotonous to the opposition and the curtain fell with a score of 1 to 0.

MUSINGS OF A "BUCK" PRIVATE.

My hands are full of blisters,
My back is full of aches;
My feet are full of hurts,
And my body is tired with "shakes."

I do nothing but fatigue
From reveille until retreat,
I pick, shovel, wash and scrub,
With scarcely a moment to eat.

I've been in this man's Army
Just two months today,
And my spirits only rise
When I draw my meager pay.

I asked for work and got it,
But I never would have thought
Even though I expected some,
I'd get such a Hell of a lot.

I wish I was a sergeant,
And I hope to be by and by,
I'd "ride" a few corporals
And laugh to hear them cry.

I guess there's no use wishing,
So I'll keep on with the mop,
For if I'm caught "mooning"
I'll get sent in to the "Top."

Smile on, Doubting Tommies,
But just don't forget,
If you are not too old
The Army'll get you yet.

—R. F. T.

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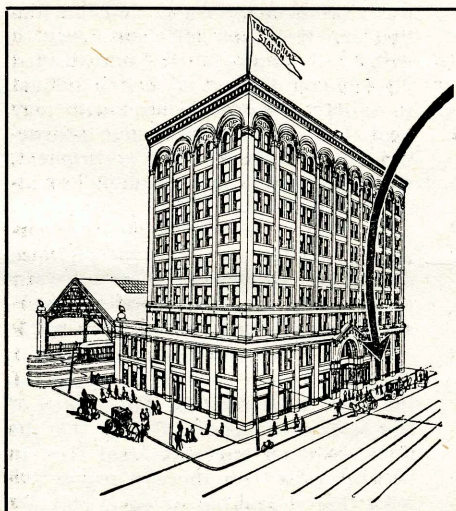

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# YOUR SON'S LIFE OR A NEW SUIT

## What It Means If 105,000,000 People Refuse to Economize on Clothing.

## NATION HURT IN MANY WAYS

**One of Numerous Cases in Point Vividly Illustrates the Vital Necessity of "Saving to Save the Country" in War Time.**

**By PAUL M. WARBURG,**
**Former Vice Governor of the Federal Reserve Board.**

I am one of one hundred and five million of inhabitants of the United States; my duties are the same as those of every other true American, and those of every other true American are the same as mine. Whatever I contribute to the cause of the country, I may expect to see done—each in his own way—by 105,000,000 people.

Let us suppose for the purpose of illustration that I decide that I shall effect a saving on clothes. I might select boots, automobiles, umbrellas, or any other article for which I regularly spend my money, as I have no desire to single out any one commodity, but clothes lend themselves to my thought, so I name them. If I make up my mind, then, at this juncture that to wear old clothes is more respectable than to be seen in new ones; if I decide to buy one new suit of clothes less than I usually purchase each year, and if I figure that suit to cost no more than $10—the country as a whole, should we all pull together and act on the same lines, would save thereby over one billion dollars. It is true that in dealing with our 105,000,000 population we include children and many poor people that could not save ten dollars each because they never spend more for clothes than they absolutely must. But on the other hand $10 is a much smaller amount than the average man or woman spends for a new suit of clothes. The assumption that a billion dollars could easily be saved on clothes may, therefore, be accepted as conservative.

The first thought that occurs to us in this connection is, that by this saving in clothes over one billion dollars would be freed to be invested in Liberty loan bonds. That is the first important and most obvious result. But there are other economic results involved in this saving that are of far greater importance than the mere saving of money.

### Economic Results Are Vast.

Let us consider first what one billion dollars' worth of clothes means. Suppose they were half-wool and half-cotton and that the value of the raw material constituted only 50 per cent of the price paid by the ultimate consumer, that would, at the present price of 60 cents per pound for wool and 30 cents per pound for cotton respectively, represent 208,334 tons of wool and 416,667 tons of cotton. Can you imagine how much freight space would be required on water and on land, in moving this mass of raw material? Do you realize that if these bales were put into freight cars, assuming a loading capacity of 16 tons per car for wool and 13 tons per car for cotton, this would represent 13,021 box cars loaded with wool and 32,056 box cars loaded with cotton? Assuming 75 cars per train, there would be about 600 trains; the total length of these trains would be approximately 314 miles, and these trains, hauled by 600 engines, when standing in line would approximately cover the distance from Baltimore to Pittsburgh? Can you imagine the amount of coal consumed in first transporting and then weaving this raw material into cloth? Can you imagine the number of hands employed in these processes? And then consider that more coal, more labor and more transportation are required in distributing the cloth and again more labor and more material in converting it into clothes, and again more labor and transportation in retailing the finished product to the final consumer.

Let us be mindful that all the time these processes are being carried on, Uncle Sam is short of the men necessary to dispatch his war work, and furthermore that shortage of coal and the clogging of the wheels of transportation have stopped his progress at most critical moments and in the present emergency continue to remain a constant menace to the country.

### May Cost Your Son's Life.

My new suit of clothes means, therefore, delay for our military operations; delay in transporting and equipping men, and in sending to them, and to our allies, the supplies they need; means increased losses and a longer duration of the war. My new suit of clothes may cost, therefore, the life of my son.

The supply of goods, of labor and of transportation is limited. It is a matter of common agreement that this limited supply is not sufficient freely to satisfy all wants and that unrestricted attempts on the part of each individual to satisfy his own requirements may lead to a wild scramble and destructive competition with the government, resulting in fatal delay and endless increase in prices.

The loaf of bread available for ourselves and for our allies is not large enough to "go around" if we all want to eat more than is absolutely necessary for our maintenance. It is everybody's duty, therefore, at this time to "tighten his belt" and to make a genuine effort to live on as thin a slice of the loaf as he can. Unless that be done we must buy additional food in neutral countries, thereby using tonnage that should be kept available for our military operations and increasing our difficulties in adjusting our trade balances with neutral countries.

### Hurts Uncle Sam in Many Ways.

To return to our story of the suit of clothes: During last year the United States had to import 421,000,000 pounds of wool, representing a value of about $172,000,000. About half of this came from Argentina. Our suits of clothes called for a substantial portion of this wool and therefore to that extent robbed Uncle Sam of the use of his ships. Moreover, our factories being busy in producing the things required for the prosecution of the war and our home consumption still proceeding at almost top speed, the quantity of goods available for shipment to Argentina in payment for the wool (or for that matter to Chile for nitrates, to Peru for copper, and so on), is insufficient. As a consequence the United States had to pay for more goods in South America than South America has had to pay for goods bought in the United States, thereby causing a decline of dollar exchange in these neutral countries. This shrinkage in the price of the dollar means that it has lost a corresponding part of its purchasing power in neutral countries. The scarcity of goods available for our export trade has thus become a serious obstacle in our way in trying to secure at reasonable prices or in adequate quantities some of the things that we absolutely require from foreign countries.

My suit of clothes has hurt Uncle Sam, therefore, in several ways: I have consumed more wool than necessary and thereby forced the United States to import a correspondingly large quantity of this article; I have consumed more cotton goods than necessary and to that extent have deprived Uncle Sam of the means with which to pay for the minimum of wool which we may have to import.

### Clothing but One of Many.

I have used the illustration of a new suit of clothes; it would be easy, though somewhat tedious, to show that we have been dealing only with one case in point. The country is short at this time of hides and skins and has to import large quantities from neutral countries because we are extravagant in our individual purchases of shoes. Similarly, though we are the largest producers of copper, we are forced to import copper from Peru because or civilian population has not begun sufficiently to curtail its use. In like manner we might ask ourselves is it at all excusable that at this time we still manufacture such articles as silk stockings, when every thread of silk must be imported, while we could use our own cotton?

It is impossible and unnecessary to enumerate the many articles that are in a similar position. Many billions of dollars can easily be saved when once we are capable of realizing the cumulative effect of individual "saving;" take the word "saving" in its larger meaning, as involving not only money, but also goods and services. If every individual could be made to see with his own eyes that neglect of saving of this sort means decreased war efficiency, a prolongation of the war, and a larger number of casualties; if every one who has a son or dear relative on the fighting lines across the water could be made to feel that millions of small savings directly affect his boy—there would be no doubt that we could secure the most conscientious and enthusiastic co-operation of all the people. Thus far—we must say with regret—of 105,000,000 people, 100,000,000 do not see the connection between the suit of clothes and the life of the boy.

### Germany's Enforced Economy.

Germany's military success is largely predicated upon her ability to center the entire national effort upon the business of war. It is safe to say that she never would have been able to bear the burdens of the fight as well as she has during these four long years had it not been for the enforced savings in material, money and men brought about through the British blockade. If it had not been for the stern necessities created by that blockade the German people would not have been willing to submit to famine rations as to food, clothes, shoes and other similar articles. Industries catering to the appetites and extravagances of the masses would have kept men and material from the government instead of making everything available for the war work of the government, and financially she would have exhausted herself by buying things abroad that she could go without or for which she had to strain her ingenuity in finding or creating substitutes.

It is difficult to bring about drastic economy without the compulsion exercised by hard necessity. For us the problem is whether or not, of our own free will, we shall be able to establish our own voluntary blockade against waste and extravagance. It is a problem whose solution requires the greatest intelligence and the greatest degree of unselfish patriotism. It is a problem that will put the spirit of our people to the severest test.

The government is not devoid of means of promoting economy. The war industries board, the food and fuel administrations, the capital issues committee, the department of labor and department of agriculture all move in the same direction of increasing necessary production and decreasing unnecessary consumption.

Full success, however, may be counted upon only if the whole-hearted co-operation of every citizen of the United States can be enlisted.

# JUST A LITTLE SMILE

### Cabbages and Wartime.

Two smokers were standing on a city curb, away from the currents stirred by passersby.

One was smoking a pipe.

The other threw a half-finished cigar into the street.

"That's against the law," said the pipe smoker.

"Why, I threw it into the gutter," said the other.

"But it's against the law to throw away cabbage in wartimes."

JAS. I. DISSETTE, President.
E. C. STRATHMANN, Vice-Pres. & Gen. Mgr.
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MAJESTIC
CLEAN CUT CLASSY BURLESQUE
Week of Oct. 7th
THE
MILITARY MAIDS


## BASKET BALL.

Any one who can play or who wants to learn to play basketball, please hand his name and squadron number to Mr. H. E. Robertson, director of athletics at the Y. M. C. A., or Lieut. Snee of the 821st Squadron.

A series of inter-squadron games will be arranged besides a post team schedule.

There will also be an inter-squadron game at the same place and date of all Post team games, as per information.

## NO CHANCE FOR FIRE.

At 6:20 A. M., Thursday, September 26th, a fire alarm was sounded and within five minutes every volunteer carriage was stationed by a fire plug and had its hose layed ready for business.

It was only a fire drill, but there was enough speed shown to prove that a flame will stand but little chance at the Speedway Repair Depot.

Keep hitting her up, fellows, the exercise is good for you.

The Wing Repair Department is as busy as so many bees in a hive. If work wins the war the Speedway Repair Depot will do more than their share.

The Instrument Room has been removed from the Engine Repair to the space formerly occupied by the Wire Department, where they will continue to put out the finest of work.

**Peaceful Place for War.**

"I see Flubdub escorting his wife to the conservatory. Since they are seeking a secluded nook, they are evidently still in love."

"You can't tell. They are going in there to finish a quarrel, I rather think."

**Who Could Be Angry?**

"Madam, may I ask why you are mutilating my awning?"

"I want to get a skirt with an awning stripe like that, and I thought you wouldn't mind if I cut off a little piece for a sample."

## "DUAL CONTROL"

### PAULS—BREEDLOVE.

Corp. Richard Pauls and Miss Lorean Breeedlove of Indianapolis were married at the home of the bride's parents, Mr. and Mrs. George Breedlove, 1448 Terrace avenue, Wednesday evening, October 2, 1918, at 7:30 o'clock. The wedding ceremony was performed by the Rev. George S. Henninger of the Methodist Church. Sergt. Jack Gorman was best man. The wedding occurred while Corporal Pauls was enjoying a two days' pass. He is the son of B. F. Pauls of Chicago and has been in the army about three years; he first went with the 1st Illinois Cavalry to the Mexican border; later was with the 2nd Illinois Field Artillery, and was with the 810th Squadron at Kelly Field, and transferred to the 821st Squadron last May. While at this Post he has been on duty at headquarters, and a short time ago was made Depot Postmaster. The bride is a bookkeeper and has been employed down town. They are furnishing a home at 1614 Nelson street.

### SERGT. MAJ. LUPOLE WEDS INDIANAPOLIS GIRL.

Sergeant-Major Clayton A. Lupole and Miss Marie C. Wilson of 318 North Keystone avenue, Indianapolis, were married at the home of the bride Saturday evening, September 28, 1918. Sergeant Lupole, whose home is in Johnsberg, Pa., has been in the army five and one-half years. He was in the cavalry four years and three months, in the Q. M. C. eight months, and in the Air Service since April 12th, having been made Sergeant-Major of the Post April 14, 1918. Five weeks ago he was relieved of his duties as Sergeant-Major of the Post by Sergeant-Major Harvey Marsh, and was assigned as Sergeant-Major of the Personnel Department. The bride is the daughter of Mr. and Mrs. Frank Wilson, citizens for a number of years of Indianapolis. They are furnishing a home in the city. The Sergeant was off duty on a pass from Friday afternoon until Monday night.

### AERO SUPPLY.

The Aero Supply's executive staff has been increased by the addition of Lieut. M. A. O'Brien and Lieut. G. E. Kent. Lieut. O'Brien comes from the Aviation General Supply Depot, Middletown, Pa.

Corp. "Gus" Hannon, our Receiving Clerk, has been confined to the hospital for the last few days. We all wish him a speedy recovery.

Corp. "Unk" Newton, Issuing Clerk, called the Guard House recently and instructed them to send "Some Person" with authority, some Corporal or Sergeant to come to the Aero Supply and sign for a package which was to be delivered to them. Unk specifically stated he wanted some person with authority.

Sergeant Spridgeon, better known as the "Duke," has felt considerably homesick since the Englishmen have left the post.

Corp. Clarke, our Transportation Representative, has been very busy tracing paint for the 821st Aero Squadron, which they use for their weekly inspection.

Lieut. Hamman is kept busy every morning and evening changing the tacks on the large War Map which he has placed on the wall of the Aero Supply. With the advances which the Allies have been making his supply of tacks is getting low.

### TANGLEFOOT.

Roltare Eggleston, manager of B. F. Keith's, has ability in many lines. Besides being a manager and a magician, he is a ready suggester of names and titles.

Lieutenant Snee, of the aviation repair depot ,dropped in for a few minutes' visit with Eggleston the other evening.

"Thanks for that copy of the Depot News you sent me," Eggleston said, referring to a new weekly just started by the boys at the Speedway aviation camp.

"I was very glad to send it," Lieutenant Snee replied. "The boys are looking for a better name than the Depot News. Can you suggest one?"

"Why, yes," Eggleston came back. "Call it Tanglefoot."

"Tanglefoot! Why?"

"It's fly paper, isn't it?"

And Lieutenant Snee vanished into the theater to hear some good jokes.

The Depot News is the temporary name of a neat little folio publication issued by the men of the general repair depot at the Speedway. Volume 1, No. 1, is just out with a splendid likeness of Captain William Menkel, the commanding officer, on the first page. The first page also contains interesting gossip of the camp, including the standings of the squadrons for last week. Squadron 821 ranked first on inspection report. The inside pages contain gossip of units stationed at the depot. Local merchants and theaters have been generous contributors with advertising.

A competition has been started among the men of the depot for a permanent name for the publication. The man who names the paper gets $5 and all the boys feel they need that "five-case-note." The editor of the paper is Private Donald J. Wickizer, of the 821st squadron. Private Claude C. Castetter, Squadron 811, is business manager, and Corporal Russell F. Taylor, Squadron 821, assistant business manager. The reporters are First Class Sergt. Archie D. Pace, Squadron 809; First Class Sergeant Leslie B. Wynne, Squadron 821; Sergeant Harold C. Jackman, medical department; Cook Leo Kalk, Squadron 811, and Private Broadus C. Lee, Squadron 810. The paper is to appear every Saturday.—Indianapolis News.

### QUARTERMASTER CORPS.

Corp. Rahe Oldham, the reclamation man, has been promoted to the grade of sergeant.

Pvt. Carl Smith, formerly a bank teller, has been promoted to the grade of corporal.

We have received two carloads of russet shoe polish—for the benefit of the 821st Squadron.

We wish to announce that Richard W. Baer Friday) is now spending his week-end holidays at the Claypool lobby.

We have received a large quantity of Red Cross sweaters and they will be issued to the men through their supply sergeants.

Lieutenant Adolf Capelle is now the quartermaster of this depot. He has succeeded Capt. E. B. Metzen, who left for Fort Russell, Wyo.

### NOTABLE VISITORS AT THE POST

This station was honored this week by the presence of Col. W. E. Gillmore on Monday, the new commanding officer of Kelly ield. On Wednesday General Guy Livingston, of the British Army, and Col. J. Armstrong Drexel, of the U. S. Air Service, inspected the post and found everything in fine shape. They were entertained at luncheon at the Lincoln Hotel. After luncheon a visit was made to the Speedway motor track and hangars, the Allison Experimental Works and the aviation plant of the Pomilio Bros.


Opal Shampoo

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

KIEFER-STEWART COMPANY

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Oct. 12, 1918 | Number 3

## BOOMING THE LIBERTY LOAN AT SPEEDWAY

Liberty Loan officials addressed the soldiers of the post at a mass meeting Wednesday noon.

Adjutant Snyder introduced the speakers, briefly stating that the purpose of the meeting was to present the terms and proposition of buying bonds of the Fourth Liberty Loan to those who were interested. He urged the soldiers of this post to buy bonds, as a means of laying by some capital for use after the war is over.

Mr. M. E. Foley, chairman of the Indiana Council of National Defense, then gave a brief outline of the present financial situation, explaining that even though the war were to stop at this time, the money being raised by this drive would not be sufficient to meet all the expenses for which the government had contracted.

Mr. Johnson, field marshal for the Marion County Liberty Loan Committee, explained briefly the terms upon which the bonds can be purchased, and Lieutenant Snyder explained the government plan for the soldiers, which is to have $5 per month for the payment of the bonds taken out of the soldier's pay,

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Director of Publicity, Mr. Greenough, accompanied by Mr. Sims, the Airplane Director for the Liberty Loan Flights, both of Indianapolis, and Mr. Dobbins and Mr. Deprez, of Shelbyville, Ind., were visitors at this Post Tuesday. While here Mr. Sims stated that they had been able to furnish forty-five cities with airplanes during this campaign. Forty places had been found suitable for landing purposes and were marked by large white "Ts". These were all the same size, one hundred and twenty-five feet by five feet for the stem of the "T" and one hundred and thirty feet for the cross, having the top of the letter to the north. These landing places were most generally located in level pastures thirty to fifty acres in size.

## LIEUTENANT RALPH M. SNYDER

First Lieutenant Ralph M. Snyder, Air Service, Aeronautics, Adjutant of the post, joined the military service shortly after the United States entered the war. After completing the literary and law course at the University of Michigan, Lieutenant Snyder engaged in the practice of law in Chicago. Last August he left his legal practice and entered the Second Officers Training Camp at Fort Sheridan, Ill. Upon the completion of the camp he was commissioned Second Lieutenant and assigned to Kelly Field, Tex., where he took a course in the Ground Officers' Training School.

Early in January, Lieutenant Snyder was assigned to the 811 Aero Squadron and was appointed Squadron Adjutant January 29, 1918. He was transferred to this station with the 811th Squadron, March 8, from Kelly Field. In May he was sent to the Personnel Officers' School at Camp Bowie, Fort Worth, Tex., and upon his return, was appointed Depot Personnel Officer.

After the unfortunate death of Captain Webb, early in June, Lieutenant Snyder became Acting Adjutant of the post and was appointed Post Adjutant by Major Gearhart after his recovery and return to duty.

In addition to his many activities as Post Adjutant, Lieutenant Snyder is receiving flying instructions at the Speedway flying field and is well advanced on the road to "solo" flying.

Lieutenant Snyder's military training and his professional qualifications well equip him for the important duties of Post Adjutant, which include general instructions, training, discipline and equipment, as well as the keeping of records and correspondence and the preparation of pay-rolls, pay cards, rosters, reports and returns. He is also given supervision over assignments, transfers, ratings, promotions, reductions and other matters relating to enlisted personnel.

Lieutenant Snyder has peculiar qualifications for his diversified and exacting duties, and, in common with the other officers of the Speedway Aviation Camp, has shown a most zealous and conscientious devotion to the tasks that fall to his lot.

It is with the Post Adjutant that many of the officers and enlisted men come into direct touch in their dealings with headquarters, and whether they all get what they come for or not (whether it is a furlough or a reprimand), they can all go away realizing that they have had a square deal. Snyder is a stickler for proper orders and the keeping of regulations, as any adjutant should be, and his winning personality has made for him many friends both at the camp and in the city of Indianapolis.

## EFFICIENCY FLAG WON BY 811th SQUADRON

The 811th Aero Squadron won the honor of having the most efficient Squadron on the post at the inspection Saturday, October 5, 1918. A fine new flag had been donated for this purpose and was

placed for the first time in front of the 811 barracks. It has in large letters, the word "Efficiency."

To have the honor of flying this efficiency flag requires no small amount of work.

The inspection last week included also the army paper work, service records, individual equipment records, delinquencies and pass systems.

The rating for Saturday was as follows:

1. 811th Squadron.
2. 810th Squadron.
3. 821st Squadron.
4. 809th Squadron.

### PEACE FEELERS.

With Bulgaria out of the war, the Turks on the point of elimination and the Teutonic armies crumbling under allied attacks, it is not surprising that offers of negotiations are coming from Vienna and Berlin. They would be glad to make any terms that would enable them to save their own forces and avoid the ignominy of utter defeat. We must bear in mind that it is the same Germany asking for peace, that was assuring its people in 1914 that all German war expenses would be paid by indemnities levied upon vanquished foes. They are ready to negotiate now that retribution is about to overtake them. There is no reason why we should let them dodge the penalty of their crimes simply because they realize they can not dictate and dominate.

## SPEEDWAY PLANES FLY TO FT. BEN.

Two flights were made this week by Speedway officers to Ft. Ben by Senior Instructor Frank Mills and Lieut. W. T. Emerson on Tuesday and by Captain Laughlin and Mr. Mills on Wednesday. The following is quoted from the Ft. Harrison newspaper, the Harrisonite:

"Senior Instructor Frank Mills with First Lieutenant Wilbur T. Emerson, as passenger, paid Fort Harrison a visit Sunday, driving (or is it riding?) a Curtiss J. N. 4 aeroplane. The machine made a circuit of the Post, flying about eighty miles an hour, finally landing on the parade near the Post Exchange.

"Arrangements for the trip from the Indianapolis flying field were made by Mr. Jerry Lyons. The flyers, and as many others as could crowd into line, were made the targets for a battery of kodaks in the hands of soldiers who had never seen a plane before.

"Come again, Airmen. The latchstring, so to speak, is always out."

## GERMAN PLANE WINGS BEING MADE OF WOOD

THE HAGUE—The New York Times learns upon excellent authority that the last German aeroplane to land in Holland was one of the Brandenberg type, which had wings covered with three thin layers of wood instead of textile material. Extra weight was saved by doing away with wire stays. The machine flew well.

The question of textiles, and in fact of all materials, has been one fraught with tremendous difficulties for Germany for some time past and is one that has been taxing the attention of Teuton experts in spite of efforts to prove the contrary.

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# SQUADRON NOTES

809.

"Is that a hard job?" inquired the rookie of the coal passer.

"No, all I do is haul the coal into the fire doors and take the ashes out, help blow the flues and the fireman does the work."

A discovery—Ostrander, the tailor, 809 Squadron, has a new hair coming in on the bald spot on the top of his knob.

F. L. Chaput is ready to play the march at the Kaiser's funeral, since he has added two more strings to his instrument. If they don't get the Kaiser ready for the burial soon, Chaput will be all played out. This midnight practice in the wash room doesn't agree with him.

The Spanish "Flu" has put a crimp in Supply Sergeant Evan's bowling team.

Whitie of the 809th Squadron, was married last Sunday. After spending about five hours with the bride he returned to the post. Say, Whitie, it will be hard luck if you are shipped immediately after quarantine.

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810.

Private Richard D'Lucco, who represented the Post and 810th Squadron in many pugilistic combats, leaves us to take up duties with the Pomillio Brothers Aviation Experimental Station, Speedway.

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Among our guests for the week we were glad to have Sergeant Baer and Corporal Zuck. We welcomed them to share the hospitality of our Squadran.

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We are sorry to know of the illness of Sgt. McNabb and Private Lamm. We hope for them a speedy recovery.

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It seems imperative that you should know that our guards on the Post are still busy, though we can not go to town.

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Sgt. Netzel, formerly catcher Post Baseball team, and ex-star of the Pacific Coast League, has taken up his duties as billiard and pool instructor at the Canteen. It might be said, with all honesty and sincerity and without flattering of Sgt. Netzel, that he shoots a cue which seems very wicked to the opponent.

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811.

Sergeant Major Ray Swigert, who for the last few days has been busily engaged entertaining his fiancee from Baltimore, Md., has experienced considerable difficulty in his attempt to show her the sights in Indianapolis and at the same time avoid meeting acquired acquaintances.

Corporal Logsdon, assistant and room orderly to Supply Sergeant Crenshaw, is like the curl in a pigs tail—more ornamental than useful.

Private Chapman is so hard boiled that he has to slip up on a dipper of water to get a drink.

Corporal Logsdon was again seen on one of the prominent streets of the city the past Sunday afternoon. He was in the company of a very beautiful "strawberry blonde." What is the trouble, Dove, has John "gave" the cold shoulder? Never mind, old boy, you will have plenty of sleep Saturday night, so no excuse why John can not "get you up" in time to attend the services at the "Y" but Sunday morning.

Private Haney was one of the unfortunate fellows to be caught with a dirty locker at inspection the other week. Although he has been troubled with his stomach, he's singing:

"Ashes to ashes and dust to dust,
If Lieutenant Snee don't get you
Efficiency must." We suggest Captain Robinson graft a goat's stomach on him. It would probably save 811's kitchen much trouble in breaking up their tin cans.

Our reporter, Leo J. Kalb, is under a heavy disguise. His left eyebrow dropped and stuck on his upper lip. Some "soup strainer," although we admit it is rather becoming.

M. S. E. Spicer leaves Friday for Chicago to take examination for a commission in the air service.

Sergeant First Class Sylvester Cottrell left Monday for Fort Omaha, Omaha, Neb., to enter balloon school.

Private Sylva seems quite worried of late. He has received no letter from Washington for the past week. What? You don't mean to say you didn't know he was corresponding with a senator's daughter?

Since the camp has been quarantined Sergeant Cook lost his job of checking the men in and out of the post. He should fret, since he has been appointed porter on the night shift. Probably he will pull down some tips. What do you think, Cook?

We don't think it's your good looks—we know it's not because you have money. It must be the propellers you have sewed on your shirt. But say, "Bill" Ormer, Jr., did you have luck talking those two girls into bringing you back to camp Sunday night?

They probably are a trifle nearsighted or probably a bit conceited. Either would be sufficient reason for 821 to feel proud about the appearance of the grounds and barracks around their squadron. They missed seeing Sergeant Swigert's detail on the lawn of 811 a few weeks past. The efficiency flag is also shown to perfection with its background of green grass. As for the kitchen and mess hall, a permanent stamp of efficiency is shown everywhere.

We admit, William Baldwin, that your appearance is greatly improved since you bought your new suit—but say, "Bill," where did you get the forty "bucks"?

821.

A. Rapp, upon request, furnished the following address where he may be found at all times for fatigue work, K. P., or any other desirable avocations: Speedway, Indianapolis, Indiana.

Stevens, at retreat, roll call, after his name had been called—interval of several minutes, "Here!"

Top: "Well, whatever woke you up?"

Arthur Hollingsworth, who returned from a furlough about ten days ago, has received a discharge from the army to go home and take care of a farm. His father was killed by lightning August 16, 1918. He entered the service last March and says he sure will never forget the time he has spent at this Post. He has had more than his share of K. P. duty, but says he will come back and visit the boys. His home is near Augusta, Ind.

"Top" left yesterday to spend a five days' furlough at his home in Nashville, Tenn.

Lieutenant Snee has purchased a goodly supply of I. D. R. handbooks which will be loaned to the men who are taking advantage of the Infantry School held each Monday evening at the Y. M. C. A.

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## HEADQUARTERS NOTES.

Mr. A. O. Hoppis visited the Speedway Friday and Saturday of last week in the interests of the Christian Science Welfare Work. He has charge of this work for the soldiers of this state.

Mail boxes for the officers have been installed at headquarters, where the officers call for their mail instead of having it delivered to them by the post postmaster.

Mrs. Richard Pauls called at the Post Monday to visit her husband and left him a chocolate pie which was divided among the several men employed at headquarters. It was some pie—the only trouble was that it did not last long enough.

Personnel Sergeant Major Clayton A. Lupole has joined a good squadron at last; also has two regular bed mates—Sergeant Major Cooper and Sergeant Major Marsh. Loop says Army Chow is all right but he misses the "Love Food." Reason—Friend wife is in town and Loop is out here.

If they keep the Post shut off from town much longer an extra telephone operator will have to be put on as the exchange is worked overtime these long dreary evenings.

If any movie fans of the Post want to meet some new screen queens, visit the telegraph office and see the line-up. Gorman—oh, no, Katzenburg as usual.

Corporal Ralph A. Gardner, who has been located at headquarters in the multigraph room, left Monday for a short visit at his home in Indianapolis before leaving for Cornell where he will receive training as a pilot.

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## FLYER MILLS ARRIVES AT POST.

Some few weeks ago Mr. Frank Mills arrived at this post. His duties have to do with testing machines before they are flown away. He is also teaching some of the officers to fly.

Mr. Mills has had a long and varied career as a flyer, having taken up flying in the days when flying was thought to be more of an experiment than a fact. At that time the army had only twenty-five fliers and the only aviation field was at San Diego, Cal.

At the outbreak of the war Mr. Mills was one of the first flying instructors to be taken into the services of the government. He was stationed at Essington, near Philadelphia, Pa., at a government flying school.

At this station instructions in water flying only were given, which speaks well for Mr. Mills's ability as a flyer, as water flying is much more difficult than that with land machines.

The Essington Flying School turned out an exceptionally large number of military aviators, and it was an honor to be able to take part in the instruction of these flyers, who were the first to leave this country for France.

On November 12 the Essington school was closed and Mr. Mills was one of five instructors who were sent to Gerstner Field, La., when that field was first opened. Gerstner Field soon became one of the leading flying fields in the country. Several hundred cadets received instructions from Mr. Mills. A common expression heard on that field, concerning backward cadets was "Give them to Mills."

From Gerstner Field Mr. Mills was sent to Mineola, L. I., where his services there rendered were of an advisory capacity.

From Mineola he was sent to this post. Already excellent results are seen from his work.

Wednesday of this week Lieutenant Lord made his first solo flight. Lieutenant Lord soloed after little more than four hours instruction. This speaks well for Mr. Mills's ability as an instructor and for Lieutenant Lord's adaptability for flying.

We feel proud of the fact that a man of Mr. Mills's experience and ability is stationed at this post.

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## QUARTERMASTER CORPS.

SPECIAL—If a certain NON-COM keeps giving the call, "ONE FOOT ON THE FLOOR" these cold mornings, the morning report will show one NON-COM. missing one of these days.

1. Corporal Moulder (sadly disappointed)—"The man who spread the false rumor of the Q. Ms. leaving for overseas should be put in the guard house for the duration of the war."

2. If Sgts. Oldham and Fallon continue to patronize the "Mad House" they will get the "DANCIN' FLU."

3. We notice that some of the men of the squadrons are following our example and are going out in tents. (Speedway Kelly Field.)

4. If "FIRST CLASS PRIVATE" Renew, Caruso of the Q. M. C., continues having his throat sprayed daily he may not have the wonderful VOICE he now possesses.

5. Sgt. James F. Fallon left for his home in "Pittsfield," Mass., on a ten day furlough.

6. FINALE—Sung by the entire Corps, entitled "HOW WE HATE TO GET UP IN THE MORNING WHEN THE BREEZE BLOWS THROUGH THE TENTS."

"HANEY'S SQUIRREL FOOD."

Taylor Corn says, "When the Germans get in another pocket I'll go over and sew it up.

Barber Bryant says, "On account of being at war with Turkey I'll use no more Turkish towels.

A rookie acting as K. P. called Mess Sergeant Hayden a Colonel. "I'm no Colonel," says Hayden. "Don't you know what a Colonel is?" "Sure," answered the K. P. "A kernel is the inside of a nut."

Slim Carter claims he is King of the Union Traction Company. He was crowned by a motorman.

McGee, the cook, called up his girl and asked her to take lunch with him. He told her he had two chairs reserved at Thompson's Quick Lunch.

McNulty of the officers mess, was actor in "Fighting the Flames." He played the hose.

McMillan and Duesler have good jobs awaiting them after the war. Mac will fix umbrellas and Duesler will tell fortunes.

There's a town in Indiana named after Sergeant Hayden's head—Flatrock.

Because a man is in the Dope House you can't call him a snowbird.

The Yanks are entertaining Germany. They are politely sending their calling cards ahead, but they happen to be Yankee bullets made of lead.

Would you rather be an officer with an eagle on your shoulder or a buck private with a chicken on your knee.

Now Turkey wants peace. Let's wait till Thanksgiving and then we may get a leg.

Red Linsey wants to kill the kaiser. About the first thing he would do would be to hit him in the face with one of his pumpkin pies.

---

HELP AT THE OFFICERS MESS.

Quick, Watson, the needle—they are in again.

As Haney, the honorable ham actor, our reporter, has resigned and went to gold-bricking. We will cry the blues to you.

Red says there could be only two men uglier than he is, and they is Mc and a deformed man. He is right says we.

Mc said, "I was d-d-damed lucky taking out that hundred dollar Liberty Bonds, so I can make out that $15 allotment and still draw my pay for a while.

Wilmarth says let the lid stay on the camp until next pay day for he is broke as usual.

Craig says he is not a K. of P., he is an Odd Fellow. We agree with him, as he is so odd that he is a nut. Miller transferred from the dope house to the Mess. Next he will want one of those indefinite furloughs.

Talk about opening the window and in-flu-enza. Red said that some day they would open the gate and out flew Lindsey.

We are yours until the Eskimos wear B. V. D.'s.

## TAIL SPINS

Wanted: Some kindly disposed M. S. E. to teach Johnnie Blanck how to take off the valve action. No one about the motor test shed need apply.

---

They say "General" Conrad is a hard-boiled egg.

Well, I should say so; you can't kill him.

No, he says if everyone else were only as good on two legs as he is on one this Post wouldn't hold us.

---

By the way, who is that hard-boiled guy that always yells "One foot on the floor" every morning?

I don't know, but I guess it must be Sgt. Broker.

What makes you think so?

Well, he's usually the last one up.

---

Understand they're going to make a ruling that each man shall pay for that squadron 'phone according to the amount he uses it.

Yes?

If that's the case who do you suppose will pay the most?

Well, I should say that if young Darby calls up all the girls he says he's acquainted with, he'll pay for it all.

---

By the way, what does Don Curley do over in the shops?

Oh, he boxes airplanes.

---

I hear 821 is going to get a new coal box.

What's the matter with the old one?

Why, Sgt. Stoner says it isn't big enough to hold a pair of shoes.

---

I understand that Sgt. Hall is something of a crepe-hanger.

Yes, Hall hangs the crepe and "Top" lays the sod.

---

Did you hear that "Top" is going into the shops?

No. What's he going to do over there?

I didn't hear, but you know he is an expert painter.

---

The three Scorpions: Wergil Blackhard, Gus White and Tommy Shawrr.

---

MACK'S DOPE.

Since Haney accepted a new position as entertainer of the 811th Squadron there is a crepe hanging in the kitchen at the Officers' Mess.

Maybe those two Lieutenants from Ft. Harrison were not flabbergasted when McNulty and Haney walked into the Claypool Sunday evening and walked out with those two blond chickens under their arms. (Oh, that telephone next day.)

I wonder what Mack's girl is doing since they tore up Speedway Avenue. I suppoe she is saving up to buy a Ford.

Red thought he would tear up Indianapolis when he got that fifty dollar suit, but the quarantine beat him to it. However, he can still sport it around Speedway.

Who will bake pies now that Mack has left the Officers' Mess.

After hearing Wilmarth sing you can truthfully say, "Caruso has a wonderful voice, but yours is better (still)."

---

SHOP GOSSIP.

While mentioning various departments of the shop, it seems necessary to call attention to the work done in the Final Assembly. Sgts. Scholler and Kuhns, who are in charge of the work, are always on the job. Sgt. Scholler's quick detecting eye always carefully observes every defect that might slip through, and when passed by him we are inclined to state motion is produced with the slightest vibration and absolute silence.

Sgt. Kuhns, keeping always in mind the accurate alignment of the ship, permits not a single turnbuckle a chance to move. He also notices carefully the stagger and diaedral which must be in perfect condition. This does not mean that he is necessarily an authority on all kinds of stagger!

SKUNK SHOTS.

The guards have lost the respect of the boys in the Post. Sixteen guards fired twenty volleys at a poor little pole-cat Tuesday night at twelve o'clock and still the sweet little animal is at large. Sgt. Morgan gave it a good kick to get it out of the way to shoot at it with his shot gun and then missed it. Boys climbing the fence now will be absolutely fearless of the buck shot of the 809 guards.

---

Sgt. Scholler would like to know for Corporal Lavey's benefit, or knowledge, if worms are snakes' puppies and if cats are baby tigers.

---

Brownie, of the Final Assembly, would like to know the difference between a radiator and a gasoline tank. He seems to be slightly confused upon filling the radiator.

BOSTONIANS
Famous Shoes for Men

*HEADQUARTERS FOR FULL ARMY FOOTWEAR EQUIPMENT EXTRAORDINARY*

*Agents for "Doughboy Shoes," Herman's Army Shoes, Banister, Nettleton, Pels, Shell Cordovan Puttees; French Manoeuvre Shoes; Bostonian Cordovan Dress Shoes; "Fox" Puttees Spiral; Cavalry Boots, Artillery Boots, Riding Boots, Trench Boots, Tan Gum Boots, Canvas Leggings, Spurs, Boot Jackes, Etc.*

Bostonian Regulation Army Shoes ..... *$6.50*

*THE BIG MILITARY FOOTWEAR STORE*

**Marott's Shoe Shop**

18-20 E. WASH. ST.
INDIANAPOLIS

**Drink COCA COLA and YUNCKER'S SODA**

**Hotel Lincoln**

*Washington and Illinois Streets,* *Indianapolis, Ind.*

NEW, MODERN, FIREPROOF, BEAUTIFUL,

250 outside rooms and every room with a bath and circulating ice water

The Lincoln Coffee Shop insures rapid service. High class food at minimum prices and the Main Cafe is one of the most beautiful and popular eating places in the city.

"YOU WILL FEEL AT HOME AT THE LINCOLN"

WILLIAM R. SECKER
General Manager.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

DONALD J. WICKIZER--------Editor
CLAUDE C. CASTETTER----------
---------- Business Manger
CORPORAL R. F. TAYLOR--------
--------Assistant Business Manager
BROADUS C. LEE-----Sporting Editor
and Reporter 810th Squadron.
SGT., 1ST CL., A. D. PACE--------
---------- Shop Reporter
JAMES E. CHAPUT----------
----------Reporter 809th Squadron
COOK LEO KALB----------
----------Reporter 811th Squadron
SGT., 1ST CL., L. B. LYNNE-------
----------Reporter 821st Squardon
SGT. H. C. JACKMAN----------
------Reporter Medical Department


The "Speedway Dope" has been placed on sale at the Post Exchange, and Snyder and Lavelle behind the counter will be very glad to hand them across the counter at 5 cents per copy. Send extra copies home, they will be very glad to read the paper.

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The men at the Speedway are taking the quarantine order without alarm, which is certainly the right way to take it. Few cases have developed here, but the order to keep the men in is a preventative which meets with every one's approval who realize the seriousness of the influenza menace. Health conditions are excellent at this station, but at the same time there is every reason to be cautious. Those who have had the privilege of staying at home a greater part of the time at nights will now learn that army life is not so bad after all.

It is hoped that the quarantine will not last long. The boys are really not confined to the Post, but can meander about and exercise their limbs in the neighboring country. The quarantine simply extends to keeping our men from going to the city and the men are placed on their honor in this matter of keeping away from the city.

---

While being kept on the post the Speedway boys have an opportunity to reflect on some of the good times they have been having at the homes of Indianapolis people. The soldiers have been treated splendidly by their friends in town and certainly do appreciate it. Courtesies are always extended to the soldiers. The fact that the Indianapolis merchants responded at the first request when solicited for advertising space in the "SPEEDWAY DOPE" is evidence of this spirit. But they will also find that advertising space in this paper is worth the money.

---

Sergeant L. T. Swallow, managing editor of "The Harrisonite," a four-page newspaper published at Ft. Benjamin Harrison, visited the Speedway Wednesday to see the business manager, Sgt. Castetter, of the Speedway Dope. All the work on the first issue was done at the Fort printing office, but it is planned to enlarge it to the same size as this paper for the second issue and to have it printed in Indianapolis. Capt. Edward Maher, editor of the paper, is a newspaper man of many years' experience.

At the first intimation that extra room might be needed for a temporary hospital, General Secretary Roscoe Shaw offered the use of the "Y" building. The need of providing for a possible rapid spread of the Spanish Influenza epidemic warranted the acceptance of this offer. Fortunately the "flu" seems to be on the wane, and although we hope we shall not need to use the new hospital, we appreciate the handsome manner in which the Y. M. C. A. stepped into the breach.

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## STOCK ROOM E—FINDS A NEW USE FOR EFFICIENCY.

On October 8th the Engineering Officer entered Stock Room E and hinted that some officials from Washington were going to inspect our little depot on the following day. Everybody of course took the hint and immediately started to clean up and arrange the stock on shelves. The work progressed nicely until "Hans" Wagner of the Efficient 811th and "Buck" Private Conway of the Painting 821st came, well, very near to blows about who was going to waltz the brooms around the floor of the stock room. The fight, which was one of words, developed to such a point that it was necessary to summon outside help to quiet it down. "Hans" Wagner, as usual, always has to have the last word in any argument so this was his threatening reply, "Don't ever leave that happen again or I'll hang some of that 811th efficiency stuff on your nose."

---

## POST EXCHANGE PAYS BIG DIVIDEND

The Post Exchange has again paid a dividend of one dollar per share for one month's business. The Post Exchange was started on April 1, under the direction of Exchange Officer Lieutenant Emerson, and paid its first dividend on July 1, of one dollar per share and has continued to do so each month thereafter.

The stock is owned as follows: The four squadrons, $150 each; Medical Corps, $25, and the Q. M.'s $11. They have received dividends to date in the amount of $3 for each dollar invested.

The Exchange is now kept open until 9:30 each evening and all day on Sundays.

A new billiard table has been purchased and will be installed within the next week or ten days. Sergeant Netzel of 810 is billiard champion of this part of the country and will have charge of the staging of big games.

The enlisted men have a voice in the conduct of the Post Exchange, by means of a committee of non-commissioned officers, provided for under army regulations. This committee is appointed quarterly and its function is to give suggestions as to improvements in the management of the Exchange.


**Truly The Soldiers Store**

ANNOUNCEMENT
We will remain open until 8 o'clock every evening for convenience of soldiers.

**Standard Uniform Co.**

*The Only Exclusive Uniform House in the State*
Opposite Union Railroad Depot, Indp'ls.

Table d'Hote or a la Carte Service
Open all Night
Main 3579 Auto. 28-431

**Ryker's Restaurant**
222-224 North Illinois Street
One-half square north of Ohio
J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome

**The J. B. Moos Co.**
IMPORTERS & JOBBERS OF CIGARS
Distributors of
*La Preferencia, Chancellor and Kelly Bouquet*
F. D. Pixley, Mgr.
INDIANAPOLIS

CHAS. F. BRETZMAN
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¶THE POST EXCHANGE IS READY TO SERVE YOU WITH MILITARY WEARING APPAREL AND NECESSITIES OF ALL SORTS.

* * *

¶A LUNCH COUNTER HAS BEEN RECENTLY ADDED, SERVING SANDWICHES, PIE, COFFEE, COCOA AND MILK.

**The Post Exchange**
Aviation Repair Depot

**THE BALLARD ICE CREAM CO.**
ICE CREAM AND MILK
*Phones: Main 410 and 1152; New, 410 and 2710*
315 N. Alabama Street INDIANAPOLIS

**Crane's DECISION CIGAR**

Wm. B. Burford IF IT'S USED IN AN OFFICE Indianapolis
**BURFORD**
PRINTING HAS IT LITHOGRAPHING
BLANK BOOKS, FILING DEVICES, DESKS, STATIONERY
Steel Die and Copperplate Engraving and Printing
Salesrcom 38 and 40 South Meridian, Factory Nos. 17 to 23 West Pearl Street

## Y. M. C. A. NOTES

Roscoe Shaw.....General Secretary
Marvin Lain.....Asst. Secretary
Ernest T. Maze.....Edu. Secretary
H. E. Robertson.....Rec. Secretary

The Y. M. C. A. is quartered in the Post Exchange for the present and, as always, ready to serve the men of this post in every way it can.

From the counter there, postage stamps may still be had at cost and an abundant supply of Red Triangle stationary is to be found. Part of the athletic equipment is there and we are ready to get for you any other that you can use. Speak to us about any book that you want and we will get it for you. And, for goodness sake, don't be afraid to ask favors. We are permitted to make necessary trips to the city and will be glad to do any errand for you while there.

We count it a privilege to permit our building's use as a hospital in this crisis and only hope that the necessity will be limited. The motto of the Y. M. C. A. is "Service" and when opportunity knocks, we are on the job.

Mr. Maze, religious secretary, was home a few days the past week, at Liberty, Ind. Mrs. Maze suffered a very serious accident, a piece of steel striking her in the eye from a hammer she was using and her vision is endangered.

All educational classes are postponed for the period of the "flu".

A fine lot of movies and shows are cooked up for us as soon as our hut can be used again.

### "Y" CONVERTED INTO HOSPITAL.

The first patient in the Emergency Hospital in the Y. M. C. A. building was Broker of the 821st Squadron, who came in Thursday morning with a case of Spanish influenza.

The Y. M. C. A. is now equipped for the handling of twenty-four patients so that, as a result of Mr. Shaw's generous offer, Major Suttle and Captain Robison will endeavor to take care of all men at this Post, instead of sending them elsewhere.

---

A new "cyclone" is being installed by Lieut. Wallace in the Woodworking Department for removing the sawdust. The old one has given more or less trouble by getting clogged up and it is thought that this one will do the work. It was made in the shops, which is a sufficient recommend for the workmanship on it.

---

The "machine" in the wire department is slowly taking shape. There is quite a bit of guessing going on as to its form, operation and success.

Sgt. Hill, the popular stock chaser of the fuselage department, is sick this week.

Lieut. Knudson is now with the fuselage department.

One of the sub-assembly boys can't rest well at nights. The bunks are not so comfortable as the beds at the English.

## SPORTS

### ATHLETIC EVENTS FOR SUNDAY

Basket ball aspirants have been practicing with the pill nearly every night and it is thought that some basket ball games will be arranged between squadron teams by Lieutenant Snee. These events will take place on the Athletic Field opposite the post.

If the quarantine lasts very long the lieutenant will arrange to have a number of interesting field athletic events. These will no doubt be on Sundays. Of course, during the quarantine the public would not be invited.

All men who are interested in athletics should see the lieutenant for particulars regarding the different events.

### AVIATORS DEFEAT BLACK CHAMPIONS.

The Aviators walloped C. L. Taylor's A. B. C.'s Sunday afternoon at Washington Park by a score of 3 to 0. Lou North did the twirling for the Aviators and had them worried all the time, allowing but three hits and not a run, and his excellent playing was responsible for the defeat of the Black Champions.

Two wonderful catches by Worley were features of the game. Worley has been playing wonderful ball all season.

Ownie Bush, shortstop for the Detroit American League Club, and an Indianapolis boy, played for the Speedway and showed some excellent playing.

"Stringbean" Williams did the hurling for the A. B. C.s and carried along pretty even with North until the fifth, when the Aviators made the first run of the game. In the eighth they made two more, cinching the scrap. The As were not allowed near the plate by North.

### INDEFINITELY POSTPONED

Athletic Director Lieutenant James J. Snee, announces that the soldier boxing tournament at Tomlinson Hall has been postponed indefinitely on account of the influenzia epidemic. All holders of tickets—and there are four or five hundred of them—should keep them, as the show will be staged just as soon as the ban is lifted.

As near as possible the original program, as arranged for the 9th, will be given when the show is staged. The best boxers here are matched with the best that Camp Taylor can furnish, and all of them are instructed to keep in fighting trim. This extra training may bring some surprises, too.

Sergeant Don Curley, former state amateur champion, who has been acting as matchmaker, said another star bout may be arranged and added to those already announced. Curley is matched to meet Sergeant Metrie, of Camp Taylor, who won a shade decision from Curley in a bout at Louisville a few weeks ago.

A ticket office was opened downtown last week and a number of soldiers have been selling tickets, but with the coming of the influenza they had to go down Monday afternoon to gather up the tickets left at the different business houses and stop the sales for the time being. Those holding tickets are urged to ekep them, but the money will be refunded upon request and return of tickets.

### GENERAL ORDERS OF K. P.'S.

1. To take charge of the spuds and all gravy in view.
2. To watch my plate in a military manner, keeping always on the alert for any stray sausage that comes within sight or smell or hearing.
3. To report any bread sliced too thin to the mess sergeant.
4. To repeat all calls for seconds.
5. To quit the table only when satisfied that there is nothing left.
6. To receive, but not to pass on to the man next me, any meat or cabbage, or beans left by the non-coms., buck privates or cooks.
7. To talk to no one who asks for onions.
8. In case of fire, grab all eatables left by others in their escape.
9. To allow no one to steal anything in the line of grub.
10. In any case not covered by instructions call the company clerk or sergeant major.
11. To salute all chicken, veal steak, pork chops, ham and eggs and liver.
12. To be especially watchful at the table and during the time of eating. To challenge any one who gets more prunes than myself.

---

The hatchet that Private Price and Sergeant Keenan buried a few days ago was uncovered yesterday. The boys are waiting for results.

The 821st Mess Sergeant Scott is anxious to put his mess hall at the top of the list on the Saturday morning inspections. He has breakfast at 6 a. m. and all men who are a minute or two late go without or visit 809 or some other mess hall at "chow" time.


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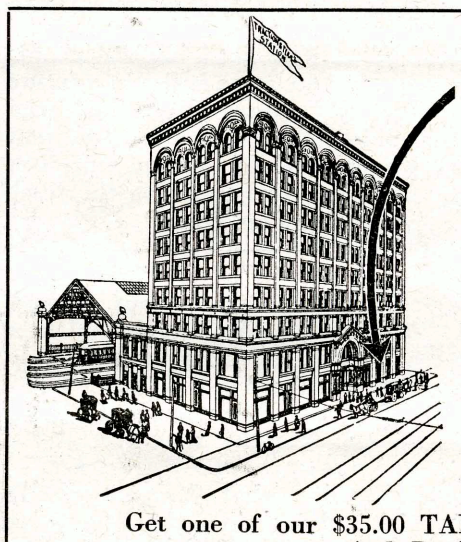

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114 North Illinois St. BENJAMIN MOYER, Propr.

## SHOP NOTES

### CHIPS FROM THE MACHINE SHOP.

Not many months ago the machine shop seemed to be an insignificant factor in the operation of the Depot.

For quite awhile it was really little more than an odd group of idle machinery and equipment.

Then came a flood of planes and engines to be repaired, necessitating the manufacture of many metal parts requiring machine work. During those days the problems were many. There were only a limited number of tools on hand and essential jigs and fixtures were entirely absent.

Under the excellent leadership of "Papa Daddy" Wurgler, the civilian foreman, his tribe of metal working artists "carried on" in spite of obstacles. As a consequence, today Dept. 23 is a well-organized machine shop, holding its own in speed.

When one views the helpless wrecks as they come into the shops and again view some of them as they fly away from Speedway, dispersing the power of a million giants, he can rest assured that at least a part of the miracle is due to the touch of the machinist.

Fellowship has undoubtedly played an important part in the success of this department. It is often carried to extremes—for instance, Sergt. "Charley Boy" Stone of 810, the originator of the "Birmingham Grind" seems to be worrying about a certain investment that he made in a diamond several years ago, with Cupid as the only security. Cupid seems to be double-crossing him and he receives the constant sympathy of his fellow-workman. Isn't that fellowship?

We could speak of machine shop humor, but it usually runs like this: If the bugler failed to blow recall, would the "piston ring." Why is an awkward squad like a machine tool? Because they do the "twist drill." We admit that that's darn poor humor, so what's the use? —C. W. N.

### ENGINE REPAIR.

Sergt. Crowder has discovered Corp. G. W. McLain's age. He is 64 years old. As evidence Crowder has written the University of Colorado and they reported Mc's whiskers were two feet long when he was discovered in the "Crazy" mountains.

"Deacon" Kreger has faithfully promised to get the oil gear in place in the future.

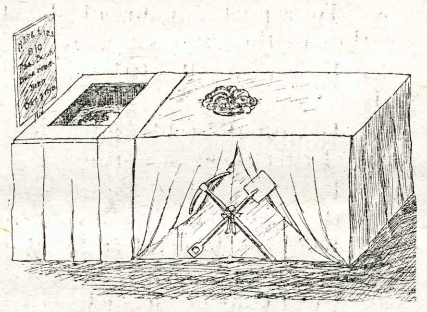
Corp. Mardo Kaehn went up against a short change artist Tuesday. Ask Mardo for particulars.

Sergt. Hoffer was forced to send a wire postponing his entry into the "Dual Control" class on account of the quarantine. "Red" had arranged for a spacious mansion in Speedway Heights, so we know he was all set. Tough luck, "Red."

We know Sergt. Gaskell is very busy on his new job perfecting the bearings on Hispano motors, but we trust he will find time to investigate the reason for Whitehead reporting Wednesday morning all shaved and powdered.

### ANOTHER VICTIM OF THE "FLU."

On the evening of the 7th of October, a solemn procession was to be seen slowly marching with downcast mien through the streets of our Post. It was a most distressing occasion. The most popular member of the 810th Aero Squadron—the Pass Book—had passed away—the first and only victim of that dreadful scourge, which is now an epidemic throughout our country, the Spanish Influenza. The camp quarantine delivered the fatal blow.



*Arnold's Oration at the Bier.*

"Brethren, we are met here on a solemn occasion and my heart is too full to say more than a few short words.

We have came here to pay our last full measure of respect and homage to one who was near us in all adversities. Momentous events come at unexpected moments—events fraught with great possibilities. On the morning of the fourth of February, this year, there was born to us this Pass Book, which now lies so quietly before us with its life of usefulness finished.

It had possibilities of greatness as was never fully realized. We expected much of this Book, but alas, it was hemmed in by convention and rule and it has never had a chance to spring forth in the full strength of its power.

The joys it has brought to some, the sorrows it has caused others; the scenes of wild excitement it has passed through in the scramble ere the present checking-out system was installed, are now all left behind, living only the memories of its friends.

In spite of its faults, some grave, some small, the Book was ever popular and each member of the Squadron came many times to gain new life and encouragement from its pages.

If we were not a hopeful people and had we not a belief in a future life and resurrection, our grief would be unbounded. But now we can calmly resign ourselves and hope and pray for the birth of another Pass Book."

### MEDICAL NOTES.

Wouldn't Dice be out of luck if they made the Ford Ambulances a bit smaller,—what would he do with his feet?

Sergeant Robertson is thinking of spending the week-end at his summer estate at Hillville, Ky.

Wonder what Sergeant Shell's girl is doing since the quarantine went into effect at Speedway.

Private Jones has returned from a furlough spent among the wilds of Colorado. He reports having spent his time trying to corral all the mountain goats.

No wonder McBroom returned the other night, all out of breath. He was told to keep away from that grass widow.

Wonder whose girl Webber had the other night. Oh! yes, Leedom is on furlough.

Captain Robison is sporting around in a Dodge these days, having forsaken his faithful old Henry.

To start Dice out nervously trying to borrow an Aviation hat cord and collar insignia, simply tell him that girl of his in Palestine, Ill., is coming up to watch him pull off some stunts in his airplane. He'll never tell another he is an aviator.

### SMALL PARTS.

The Small Parts Department lost two of its Italian product Tuesday. There are others who would like an indefinite furlough.

M. S. E. Wright has lost his appetite since being confined to quarters. He only ate three fried eggs, four slices of toast, post toasties, milk and coffee, for breakfast. Leave it to an M. S. E. to find a way.

One of the "Efficiency Squadron" members said that if the 821st squadron hadn't covered up their dirt with paint they wouldn't have caught the "flu."

Why did Pvt. Maisenbacher start for home when the gas tank he was working on exploded?

Sgt. Harlan, inspector for Small Parts Department, was seen using a file last week. He says he got his hands dirty, too.

Corp. Katz had a dream the other night that he was made Sergeant.

Pvt. Hugh Secord of the fighting 809th is the only man on the Post who wears suspenders. Never mind, Hugh, if you can't wear stripes you can wear suspenders.

Sgt. Billingham of 811th was called a slacker Sunday because his lady friend took him out auto-riding.

Pvt. Bennett still belongs to the "Gimme Club."

M. S. E. Spicer says he intends to learn how to sharpen drills before the war is over.

### MAINTENANCE DEPARTMENT.

The Maintenance Office is a scene of many sad bewailings these trying days. What with Sprankle, what with Smith, what with Kreich (he but a benedict of a few days' standing), all rudely torn away from their homes and beloved wives and forced to spend the evenings of their enforced vacation in sad contemplation of things that "uster was."

Wonder what the "Irish Navy" (Ryan 821) would do if he was separated from his boy "EMMY."

Poor Hayes (821) is having trouble these trying days keeping so sweetly perfumed and massaged. What's the use Hayes—no girls can see you.

Have you noticed the improvement in the Post band lately? Know why? Two of our wind-jammers are in it now (Oerding 810, Michaels 821).

We are interested in knowing how the electricians will decide on their eternal argument as to who is the other's helper.

Among his other troubles (taking care of his shoes) Stoner 821 still counts the coal pile.

Maculoso 809 is now counted among the fortunate ones—receiving an unlimited furlough to work in the Pomilio Experimental Plant. Good luck, Mac.

### AERO SUPPLY.

Sergeant B. R. Williams has just returned from Denver, Col., where he was called on account of the illness of his mother.

Some Hilda. No wonder Corporal Shrewsbury stepped out into society last week. Ask him to show you her picture.

Sergeant Hannon, who has been confined to the hospital for the last few days on account of trouble with his grinders, has now been released and thinks that by growing a moustache he will hide his teeth that have been giving him so much trouble.

Sergeant Fishbein, of the Fighting 821st Aero Squadron and who is detailed to the Aero Supply is now sleeping with the boys over in the warehouse at night as well as he does in the day time.

Private Shriver has just returned from Elmira, N. Y., where he spent two pleasant weeks on the farm, but stated that the old town pump has gone dry.

### FINAL ASSEMBLY.

Sergeant Rodger, 821st, nearly swallowed a chew of tobacco or chewing gum or whatever he had in his mouth, this morning when a Lieut. Colonel came up and shook hands with him. Well, they can't come too big for Rodger.

We understand that Sgt. Chappie L'Amoraux has discontinued his daily flights in the Final Assembly and will shortly begin his ground school course at the University of Illinois. "Here's luck, Chappie old boy. Remember your last nose dive."

We are hoping that Sgt. "Heinie" Scholler will soon learn the difference between a freight train and an airplane.

### DIDN'T GIVE GUARD A CHANCE.

Every man not listed to stay on the post last Sunday was up early and aroused Sergeant Cooper from his slumber to get their passes.

After storming the gates nothing was seen of them until 10:30 p. m. Sunday and the guards did not have to make their fixed bayonet charge through the barracks.

It also saved labor on fixing up the fences.

Don't kid me, fellows. It's bad enough to have a tin ear without showing the good time.

Reilly says he would like guard duty if the boys wouldn't put stones in his boots while he sleeps.

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## LIBRARY

The Aeronautical and Military Library for the men of this post has been established as proposed with reading matter along the lines of the air service work, with a view to their advancement in proficiency, and to enable enlisted men to prepare for examinations and make themselves more valuable to the army.

The Reading Room will be in the northwest corner room of the administration building, where men will be permitted to read the books at any time, unless the room should be needed as a conference room.

The following are the rules regarding this library:

1. The Reading Room will be open every day from 7:30 a. m. to 10:30 p. m.
2. No book or any other reading matter may be removed from the Reading Room without a signed receipt given to an orderly in the orderly room.
3. Books drawn from 7:30 a. m. to 6 p. m. must be returned before 6:30 same day.
4. Marking or otherwise defacing anything in the Reading Room will not be permitted.
5. Any violation of these rules by any one will forfeit that person his privileges of the Library and such other punishment as the commanding officer may direct.

All confidential stencils have been indexed by subjects for the convenience of officers. The stencils are under lock and key in the personnel office. An enlisted man may obtain stencils by making application for particular stencil by number if his Squadron and shop officer believe that he is worthy of the confidence and will aid the enlisted man in the work at this depot.

A good selection of books have been secured, but the number of books should be enlarged and donations are still urgently requested. Leave books with one of orderlies at headquarters.

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The Speedway camp is glad to welcome "The Harrisonite." the first issue of which has just been published. This paper promises to be a valuable addition to the number of soldier papers, and future numbers will be welcomed with interest.

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### TWO OFFICERS PROMOTED.

Two officers are wearing the smile that won't come off since the activity of the telegraph wires this morning. It is now Captain Lord and First Lieutenant Bergbom. Congratulations from "The Speedway Dope!"

KAHN UNIFORMS

Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

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Kahn Building,
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Capitol Ave.


### JOTTINGS.

After dinner a score of the men have been having gas mask drill for desert. They don't seem to like it.

The "flu" has made the boxers take the count. They don't mind letting you know their hats are still in the ring.

The men of 811 Squadron have waived the efficiency banner in the breeze so much it is about to ravel out at the end. The other Squadrons fear there will be nothing left of the banner when it comes their turn to take it.

When we go to the doctor and get peeled, we find that beauty is only skin deep.

The guard anticipates a real busy season during the "flu" scare. They have located a couple of bushels of peas for their pea shooters. The marksmanship of the guards of 809 and 810 is disputed, but both have about the same number of unlucky fencers to their credit, so look out for peas in your hip pockets.

"Old hair made new," is the ad for the H. W. Evans barber shop at 809.


Machine Tools, Woodworking Machinery and Factory Supplies

"The Eaglesfield Moulder"

"Completely Motor Driven."

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# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Oct. 19, 1918 | Number 4

## INDIANAPOLIS CENTER OF AERO DISTRICT

Headquarters for the Northern Aviation District were opened in rooms 402-3 Chamber of Commerce building Monday by Lieut. Col. A. W. Robins, supervisor of the district, which includes Indiana, Ohio, Michigan, Illinois, Wisconsin, Minnesota, Nebraska and Missouri. With Lieut. Col. Robins, is Lieut. W. E. Groom as adjutant and Capt. O. P. McCord as engineering officer. A surgeon will also be on the staff.

Lieut. Col. Robins will supervise all the aviation activities in this district, including flying schools, and fields and repair depots. Sergt. Major Lupole is temporarily taking the place of Col. Robins' sergeant-major who is ill.

The Colonel has a decided advantage over the average supervisor who must look after a large district. Where the other man must depend on the independent steam lines or the automobile, he simply wheels out his Curtis training plane and flies over, no matter how far it is. A plane is now nearing completion with one of the powerful motors which he will use entirely for his work.

Before coming to Indianapolis, Lieut. Col. Robins was in command of Scott Field, near Belleville, Ill. He chose Indianapolis as the center of his operations because of its location, which enables him to reach any part of his district within a comparatively short time.

## NEW QUARANTINE ORDER.

In view of the rapid increase of influenza cases in the city and vicinity and of the fact that some members of the command have abused the privilege of the previous quarantine order issued by these Headquarters orders, all enlisted men are confined to the limits of the Depot and the territory west of the Depot between Tenth street and the Crawfordsville road.

It is desired to give members of the command as much freedom as is consistent with proper regard for their health and safety from sickness, and these quarantine regulations are made solely with this end in view. If the men do not obey these regulations, it will be necessary to confine them entirely to the limits of the Post.

Enlisted men will be permitted to leave the above limits only with the express permission of the Commanding Officer.

All officers, civilians, or enlisted men stationed at this Depot will report to the Infirmary before leaving and upon returning to the Post for examination and throat spray.

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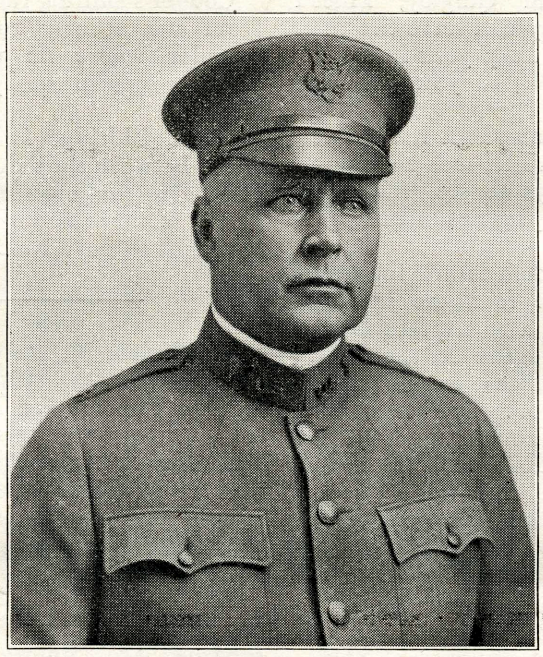
## MAJOR ORVEL SUTTLE, M. R. C.



Major Orvel A. Suttle, Medical Corps, has been Post Surgeon since the beginning of this Aviation Repair Depot.

Leaving a very desirable practice at Mt. Vernon, Ill., he entered the military service soon after the declaration of war, accepting a commission as First Lieutenant on May 19, 1917.

Major Suttle's first military service was performed at Des Moines, Iowa, where, as Assistant to Chief Mustering Officer, he mustered the Iowa State Militia into Federal Service. Upon the completion of this duty he was ordered to Topeka, Kansas, where he aided in mustering the Kansas State Militia into Federal Service.

Upon the completion of this service he was ordered to the Medical Officers' Training Camp, at Ft. Benjamin Harrison, Indiana, and, on November 10, 1917, was ordered to Camp Sherman, Chillicothe, Ohio, for a course in administrative work as it relates to the management of base hospitals. After completing this course Major Suttle reported to the Commanding General, Air Service Division, Washington, D. C., receiving his assignment to this post on January 11, 1918.

Major Suttle was born at McLeansboro, Ill., spending his childhood there. In 1908 he graduated from the American College of Arts and Sciences at St. Louis, Mo., and in the same year began his practice at Mt. Vernon, Ill., where he practiced medicine until his entry into military service.

That his duties have always been discharged in a commendable manner is evidenced by his promotion to rank of Captain on December 15, 1917, and to the rank of Major on March 23, 1918.

During the present influenza epidemic, Mayor Suttle and his staff have been especially diligent, and the fact that this depot has had so few cases of sickness of this kind is largely due to the wise and effective medical administration of Major Suttle, ably assisted by Captain Robison and the hospital staff of enlisted men.

## ORVILLE WRIGHT VISITS POMILIO BROS.

Orville Wright and Col. Deeds were visitors at the Pomilio Brothers Experiment Station Tuesday, October 15, 1918.

## LIBERTY MOTORS ORDERED BY GREAT BRITAIN

Large numbers of Liberty engines have been ordered by Great Britain from this country for installation in British planes. The Liberty engine has been described as excellent, and its performances on British testing grounds have been reported as being highly satisfactory.

The present Rolls-Royce engine was designed during the first fortnight of the war and it took eighteen months to develop it to the point of giving the best results in the air. It has developed a horse power of approximately 250. It is only in the last six or eight months that this engine has been produced in any quantities. The United States has therefore done well in designing and producing a successful aeroplane engine in fourteen months.

## CARL CARLSTROM NEW INSTRUCTOR AT SPEEDWAY

Mr. Carl Carlstrom, civilian flying instructor and airplane tester, reported to this depot for duty last Monday. Carlstrom has been the instructor at Park Field, Tenn., for the past nine months. He has been in the flying business for three years. His brother, Victor Carlstrom, who was killed in an aeroplane about eighteen months ago, was considered one of the best pilots in the United States.

## SETS NEW WORLD'S ALTITUDE RECORD

According to the Aerial Age, Captain R. W. Schroeder made a new altitude record of 28,900 feet in a Bristol fighter equipped with a 300 H. P. Hispano motor, during a flight on September 18, 1918, at Wilbur Wright, Fairfield, Ohio, near Dayton. This establishes another world's altitude record for America. It was homologated by the Contest Committee of the Aero Club of America.

## 811th SQUADRON KEEP FLAG ANOTHER WEEK

According to the result of the inspection Saturday the Efficiency Flag was not moved from the 811 campus. Efficiency last Saturday, October 12, was determined by the cleanliness of the kitchens, mess halls, wash rooms and latrines. The condition of the barracks was observed but did not figure in the percentage.

The rating was given as follows:

1st. 811th Squadron.
2nd. 809th Squadron.
3rd. 810th Squadron.
4th. 821st Squadron.

Sanitary regulations in the future will be even more strictly observed than in the past. More attention will be given to wastage of all foods. The men themselves can help in this by not taking more food on their plates than they want. Scales are being purchased for the kitchen so that the mess sergeants will be able to measure accurately the proportion of the ingredients for each dish. This will not only save wastage of food in cooking, but will also insure the men getting palatable and nourishing food which they will not discard.

Refuse cans along the streets have been hung up on posts with the open sides closed except near the top where the waste materials may be thrown.

All men in the camp are urged to join the "pick up" squad rather than the "thrown down" gang.

## THE BIG FOREST FIRE.

The big war news of the past week or more has been of such absorbing interest that little notice has been given the huge forest fires in Wisconsin and Minnesota. An area equal approximately to one-half that of Indiana has been swept over, destroying a dozen or more towns. It is estimated that 1,000 are dead and that 10,000 people are refugees in Duluth and other cities along the fire-swept district.

## JOHNNY AIKEN, NOTED RACE DRIVER DEAD

Johnny Aiken, automobile race driver, who has figured in several races at the Speedway and elsewhere, died Tuesday October 15. He had been seriously ill for about a week with bronchial pneumonia contracted from Spanish influenza. Johnny Aiken has been for a year or more vice-president of the Allison Experimental Station. He was personally acquainted with a number of men on this Post, and had always taken a deep interest in the Aviation Repair Depot.

# SQUADRON NOTES

809

It it takes one week for the 809 guards to unload a car of coal, how long would it take Riley to do the same work?

It has been rumored that 821 is making a service flag for all the men who have been transferred into 809. Quite a number are in the service now.

Harvey Marsh, Sergt. Major of the Post, says that he does not believe in censorship of the news. Try agan, Harvey.

Pvt. Kernodle has just completed a very enthralling and hair-raising novel entitled, "The Rise and Fall of My Mustache." It can be bought either from Morgan or Quigley.

Speaking of mustaches, a very beneficial series of lectures will be given by Sgt. Harry Wilson in the barber shop every night on "How to promote the welfare and growth of hair on the upper lip." These talks will continue until the present quarantine is lifted.

Hannibal, our very distnguished and accomplished pianist, is working on another composition this week. He plays the piano with two fingers now instead of one. It is wonderful what steady practise will do.

William Mitchell, our estimable cook and culinary artist, announces the breaking of his engagement to the girl back home. He says "No one loves a fat man."

If the 809 boys could work like they can love, all of them would be commissioned immediately. And they wouldn't be anything less than Generals, either. Also 809 might win the efficiency flag!

This week's copy of the "Olyphant (Pa.) Bugle" has been received by Barber Evans and it states that as soon as the town banker buys his Ford they are going to build a garage there.

Since Pomilio Brothers have inducted so many of our men, spaghetti is no longer being served in the 809 mess hall.

A fellow made a remark the other day that next to Heaven he would sooner live in Kelly Field than anywhere else. Powell will blow Taps and the brave firing squad of 809 will be there.

Clayton Riley, the funny Hebrew comedian of 809, states that Corp. Walker's girl is so thin that when she closes one eye she resembles a needle. Walker retaliates by saying that if Riley's girl closed one eye she would be stone blind.

The reason that Mr. Maze, our Y. M. C. A. friend, comes down to 809 for his meals is that he is so big and tall that it takes a great amount of food to fill him up.

The men on night duty are getting a few minutes longer in which to sleep since the squadron player piano is out of commission. The musicians are seen with drooping heads wondering what to do until the pesky piano is fixed.

J. Chaput's cauliflowered ear has about wilted after having had it under Capt. Robison's care about five weeks.

It's a mystery why they call Slim Williams Tuesday—emmg—nam. This is deep!

We are glad to announce that Corp. Wells is much better.

The Gold Dust Twins, otherwise known as Corporals Edward Cannon and John Quigley, missed reveille. They will serve two days K. P. Better keep your heads uncovered, Corps., so you can hear the bugle.

Since the campaign has started against food waste, it is a common sight nowadays to see the mess sergeants hanging around the garbage cans.

Captain Mahan is making every effort possible to make his men comfortable. The Captain is also making a big drive on the "Flu." so far only one case has developed in this squadron. Private Matsinger was the unfortunate party, but he is up and doing well now.

Captain Mahan is willing to adjust any complaints brought to him providing they are just and reasonable.

We would like very much to have first place, but we don't care to have the banner.

Supply Sergt. Evans's bowling team is still patiently waiting for the quarantine to be lifted.

Mr. Shaw, of the Y. M. C. A., has been doing some wonderful work trying to entertain the boys while they are being kept in. We have appreciated the pictures shown out of doors.

Help Wanted—K. P.'s two bits per day and board and room. (From one who has been on K. P. for four consecutive days.)

Clifford Shanks received notice Thursday that he had been appointed a 2nd Lieutenant and was to report to Selfridge Field, Mt. Clemens, Michigan, at once.

The back squad room is quite popular of late. Driscoll is trying out the new music and adding to the misery with his vocal talent.

Old man Walker never gets a chance at the piano any more. Powell and Crump always beat him to it.

Tait suggests getting a portable roof put on the barracks. No one ever helps him to move his bed.

The sensational midnight dream —Barber Evans with ecstasy chuckles, "Oh Emily, Emily."

Who put the fish in efficiency?

Dame Rumor has it that Old Bill Petranek and Apfeld are destined to arrive in Montgomery, Ala., soon.

Some of the old birds are singing the blues. Ask Evans, he cleaned some other fellow's locker and left his own dirty.

Fuselage Long cracks many Canadian jokes; but they are somewhat like himself—chestnuts.

Perry and Graff still hold the pre-eminent place in the mess hall, closely followed by Rogers.

Our music cabinet was enriched (?) with eight or nine selections Swisher brought in the other night.

Gazing over the squadron a fellow can't help but see a good many misplaced eyebrows.

The Captain surely knows the wants of the fellows in their musical tastes, 'cause the victrola and piano are doing their bit. All of the latest pieces are in the cabinet now—help yourself.

If the old Flu don't soon abate, we could apply for a baggage-smashing job as experienced hands. For the outdoor sleepers it is a constant case of pick up that bed and walk!

Cooper's smiling face was absent from the orderly room Sunday. Wonder where he was? Marsh also was seen in the Speedway Station.

Lieut. Eldridge is a very busy man—between shop duty, squadron duty, instructions in gas mask drills, lectures and things similar he ought to have time in which to eat.

T. M. W.

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810

Lt. Walter M. Moore, who was attached to the 810th Squadron, left on Tuesday for Montgomery, Ala., to take up duties at the Aviation Repair Depot there. Best wishes for all the success and happiness in the world is extended to Lt. Moore from the boys of the 810th Squadron.

Lt. Basil L. Hayden, is now attached to the 810th Squadron succeeding Lt. Moore. Welcome, Lieutenant Hayden, we are glad to have you.

Chauffeur Nicholson returned from a fifteen-day furlough.

Private Miller is away on a ten-day furlough, having just returned from the hospital. We wish him a very pleasant convalescence.

First Class Sergeant Phillips has returned from a thirty-day furlough and is now in the hospital suffering from rheumatism. We hope he will have a speedy recovery.

Sergeant Scholler, while studying botany the other day, discovered that electricity grows on trees, but from information received from Sergeant Crowder of the Engine Repair Department, we find that electricity grows on plants, and the fruit is "currents!"

M. S. E. Kennedy visited Broad Ripple and Riverside on Thursday via Air Route.

A few of the men have been enjoying rides into the clouds with Mr. Mills and Mr. Carlstrom, our depot airplane testers. Thanks to them.

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811.

Squadron Motto.

On Monday we wash.
On Tuesday we scrub.
On Wednesday we scour and clean.
On Thursday we shine.
On Friday we sweep.
On Saturday dirt can't be seen.

Corporal Joe Moran, of the Wire Department, is home on a ten-day furlough. His brother is seriously ill.

Anderson, the well-known "speed king" is still at it.

Private Jackson says he is from the Keystone state. We doubt it. He is too tough. Poor Jack is a good imitation of a Doughboy.

Corporal Slim Morton has left on a ten-day furlough. Slim says, "I am going back to God's country—Alabama."

O. W. Baker, Andry Haines and Florentine Herman left Wednesday for Chicago to take the examination for flying instructions.

Private Sarver left Wednesday on a ten-day furlough to accompany home the body of his brother who died in the city Tuesday of pneumonia.

"Help! Help!" signaled a German Division, "we need six more divisions over here." "What's the matter," signaled headquarters? "Two platoons of Americans are attacking us," was the reply.

Corp. Dave Johnson returned this week from a three-day furlough. He was called home to attend the funeral of his aunt.

Mrs. Karl F. Kuhn, of Worchester, Mass., visited her brother, Sergt. Frank Hayden, on Friday.

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821.

We owe much credit to our Squadron Commander, Lieut. J. J. Snee, for the precautions taken to prevent the spread of the "Flu." Lieut. Snee has made every effort to guard against the spread of this dreaded disease in our Squadron, and has had in mind at all times the welfare of the men. He has adhered to the quarantine order himself, in order that he might at all times be in touch with his men and remedy if possible any trouble which might come up. He has made several changes in the manner in which the squadron was run and the changes to date have proven very beneficial. We are with you, lieutenant, go to it.

Boys, he is back again and seems to be in very good spirits. Must have had a good time down South. Eh Top?

Harry Nette enjoyed a very delightful visit from his War Mother Saturday night.

Sergt. H. R. Kuhns was promoted to the rank of lieutenant and at the present time may be seen around the Final Assembly. Lieut. Kuhns will be assigned to Scott Field, Belleville. Ill., just as soon as quarantine regulations will permit. We don't like to see you go, Kuhns, but want to wish you the best of success. Before you go don't you think you had better appoint some one to take charge of or watch over Luther?

The death of Private R. J. Fruchtnecht, at Ft. Benj. Harrison, was the first death in our Squadron among the enlisted men and was a sad blow, felt by all. Private Fruchtnicht, whose home was in Batesville, Ind., came to our Squadron the latter part of June and was shortly after his arrival assigned to duty in the shops, for duty in the Wing Department, where he proved a valuable man, showing a wonderful spirit and willingness to do his bit the best he knew how.

Reports show that our sick ones are doing fine and each day brings about a decrease in the sick list.

The cooks and K. P.'s of 821 are getting to feel quite smart now since they are all dressed in spot-

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less white. Stevens' legs look twice as long when covered with white cloth.

Sergt. Arthur C. Hill has returned from Fort Harrison after a siege of the "Flu." Will somebody volunteer to help "Husky" find his voice?

An incident happened to Joe Hayes Monday night, that made quite an impression on him. After crawling into his bunk, he discovered that somebody had "feathered" his bed with crushed stone.

It is suggested that Stoner undergo a physical examination since he is only able to carry out two cots in the morning.

Window-washing is a lost art as far as "Mike" Ryan is concerned. His last attempt sure was a "rough sketch."

Why doesn't somebody persuade "Major" Selig to try "snipe hunting?" Chasing down "annealed short circuits" isn't quite in his line.

Did you know that a new disease had hit camp? Yep. Mardo Kaehn has it that Gaskell was taken sick with the "Hispano-Suiza" last Wednesday.

If anybody has a case of the "army blues," stay away from "Dopey Dan" Glass. He's about as cheering as a "For Rent" sign over a saloon door.

## QUARTERMASTER.

The basket-ball team organized by the Quartermaster Department consists of the following men: Sergeants Price, Gearke, Oldham, Corporal Smith and Privates Fisher and Freedman.

The Aero Supply Basket Ball team was somewhat surprised by the speed we showed in that game last Sunday. Look out, Aero Supply, we are coming at you again, when big Jim Fallon returns from his furlough.

Sergt. Price (Friday): "Say, Baer, do you want to play on the basket-ball team and what do you play."

Private Baer: "Oh, I can play catcher."

Sergt. Price: "Why, you couldn't catch a cold."

The Q. M. Corps wishes to extend their deepest sympathies to Sergt. Fallon on behalf of the deaths in his family due to the Spanish influenza.

Some of our men seem to be afflicted with a hairy growth on their upper lips, directly under the nose. Say, Hayden, you better order those mustache cups.

We can boast of having the largest map on the post of the International Frontiers of Europe. Come around and see it.

"Say, Fisher, why don't you fix the battle line on the War Map?"

Private Fisher: "Oh, I cannot, the Allies are moving too fast for me, and then I can't read L-a-C-h-a-i-o-m-p-o-i-t-e-x.

"John D." Freedman, the oil man of this post, is now on calling terms with Private Baer—they call each other names.

Private Freedman wishes to say that his favorite pastime is smoking fags and reading dime novels. He don't care if we are quarantined till pay day, speaking from a financial standpoint.

Sergt. Gearke, the "night owl" of the Q. M.'s, is wondering who is taking care of his lady friends while the quarantine is on—somebody come to his rescue.

## MEDICAL.

Since Sergeant Jackman resigned his position as reporter for the Medical Department, McNulty is "there on the job."

Private Leedom has returned from his home in Missouri, where he spent a ten-day furlough, trying to straighten out an old landmark. He will now need an indefinite furlough to get caught up with all his dates.

Pretty soft for McDonald—the girls even bring birthday presents to the gate to him now. No wonder he doesn't want the quarantine lifted. Go to it, Mack—likewise our congratulations.

Sergeant Shell will probably leave for his home in Alabama after this epidemic is past. We wonder if he will undertake the "Dual Control" while in Dixie.

Lieutenant Casper has accepted the duties of Mess Officer for the Officers' Mess. The officers will all be putting on a few extra pounds these days.

McBroom is not worrying about what to do after the war. He says he's going back to his trade of light structural iron worker (otherwise known as umbrella mending.)

## AERO SUPPLY.

The several married men assigned to the Aero Supply who are forced to sleep on the Post during the present quarantine are somewhat homesick and lonesome. They are so close to their homes and yet unable to spend an evening there.

Ask "Duke" Spridgeon how everything is in Montgomery. He bid his girl farewell on Sunday, as he expected to be in Alabama by this time.

Sergeant Stafford had a pretty busy day Sunday between K. P. and his basketball game with the Q. M.

Does everybody know what became of Fishbein's new title? Ask the Aero Supply men.

Sergeant Whittaker is going to write home and inform the people in Texas that the postage rate is now 3 cents. He is tired of paying the penny that is always due on his letters from there.

Lieut. Hamman addressing the men regarding Supply Paper Work said: "Do not sign for anything until you get it." We wonder if he ever signed the payroll!

## POST EXCHANGE NOTES.

Private John W. Swisher, who hails from Jess Willard's home state (no reflection on Jess) says the "gosh dinged" cyclones out there are sometimes so fierce they rival the Quartermaster Corps when they blow in for a sandwich.

Sergeant Netzel, "pool player extraordinary," of the Exchange, opines that the way the "ivories" take "English" he'll have them talking within another week.

Sergeant Henry G. Watson, "Beau Brummel" of the Post Exchange, has suddenly declared himself a woman hater and now sings, "You won my heart to pass the time away." S'matter Henry?

Agreeable to the "humble suggestion" appearing in the 821st Squadron notes of October 5th we wish to announce that beginning with the second Thursday of next week the Post Exchange will be open each day from 4 a. m. till 11 g. m., maybe. Yours till concrete walks.

Swisher, Lavelle and Goff thought the war was over the other morning, so they failed to answer reveille roll call. They probably will remember it is still on when next they "get out" on Speedway avenue.


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## HEADQUARTERS.

Corporal Oscar Smith, 811 Squadron, was relieved from his duties at headquarters last week to report for duty at the Maintenance Office. Donald Miller, also of the 811 Squadron, who has been orderly at headquarters for several weeks, takes Smith's place as a stenographer in the Sergeant-Major's Office. Private Claude Castetter was transferred from the Maintenance Office to the multigraph room.

Mr. James A. Hamilton, Indiana representative of the American Library Association's War Activities, visited the Post Tuesday, investigating the need for more books in the Army and Aeronautical Library, and will try to secure more for us.

The library in the northwest corner room of the Administration building is being used by a number of men who are studying up for examinations.

## FLIVVER SKIPS.

(From the Garage.)

Truckmaster Camden cannot forget the first night of the past week, as he only answered the phone 14 times, and they always hang up. Why?

Sergt. North (Potatoes) says he has one ball game to his credit this season anyway.

Well, we can all ride now as First Class Chauffeur McLeay has his Saxon fixed up.

W. E. Nicholson is on a furlough at the present time.

V. O. Willis needs some wings so he can fly that Ford touring car.

The best part of the garage work is Saturday morning when it has to be scrubbed.

Dan Lehan has returned from a ten-day furlough spent at Boston.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rate write C. C. Castetter, Business Manager, 811 Aero Squadron, Speedway.

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SGT. H. P. PRICE----------
--------Reporter Q. M. Detachment
SGT. CHAS. C. POIRIER----------
----------Reporter E. Office


## STILL "FORCE TO THE UTMOST"

(From the New York Tribune.)

They address their overtures to us, pretending to accept in principle the conditions of peace laid down by President Wilson. But they are wrong. We are not the peacemakers. We are the war makers. It is true that we have laid down certain abstract conditions of peace, but these concern only our allies and ourselves exclusively, and are not open to Germany for discussion.

We have laid down one condition of war—one only—and that is to use force, force to the utmost, force without stint or limit, until we shall have destroyed forever in this world the indecent, intolerable, criminal thing that now holds out its dripping hand.

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According to a Washington dispatch, government inspectors of airplanes and engines who pronounce machines safe and ready for flight will hereafter be required to accompany the pilot on the initial test in the air. Mechanics who repair the airplanes will be required to do the same. Inasmuch as the planes leaving this depot are always O. K., the men who make the final inspection will be pleased to comply with this order, if it is made to apply to this station.

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From all accounts, no colonies formerly in German possession can be restored to that nation with the consent of their inhabitants. In the impossible event that the Allies would permit it, German rule could be imposed on the colonies only by force. There is only one field now open for the Germans to look forward to as suitable for colonization and that is territory on one of the other planets. They might try Mars, inasmuch as they are such devout worshipers of the War God.

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Loganberry juice has been substituted for champagne in the christening of vessels launched from the shipyards in Portland, Oregon. This will please the wets, as their stock will soon be exhausted.

---

The demand for unconditional surrender is met everywhere with satisfaction and enthusiasm. It will no doubt cause the fourth Liberty Loan issue to be heavily oversubscribed.

## SERIES OF GOOD LECTURES GIVEN

Thursday evening, Oct. 10th, saw the beginning of a series of lectures, conducted by the officers of this Post, for the purpose of preparing the enlisted men for the examination for M. S. E. and Sergt. 1st class to be held Oct. 17, 1918.

Lieut. Eldridge conducted the first lecture held in the test room, his theme being, "Squadron Paper Work." It was plainly evident that Lieut. Eldridge is well posted on this work, for the information he gave the boys, greatly enlightened them on many points. The lecture was marked for its clearness and precision, and was much appreciated by those who attended.

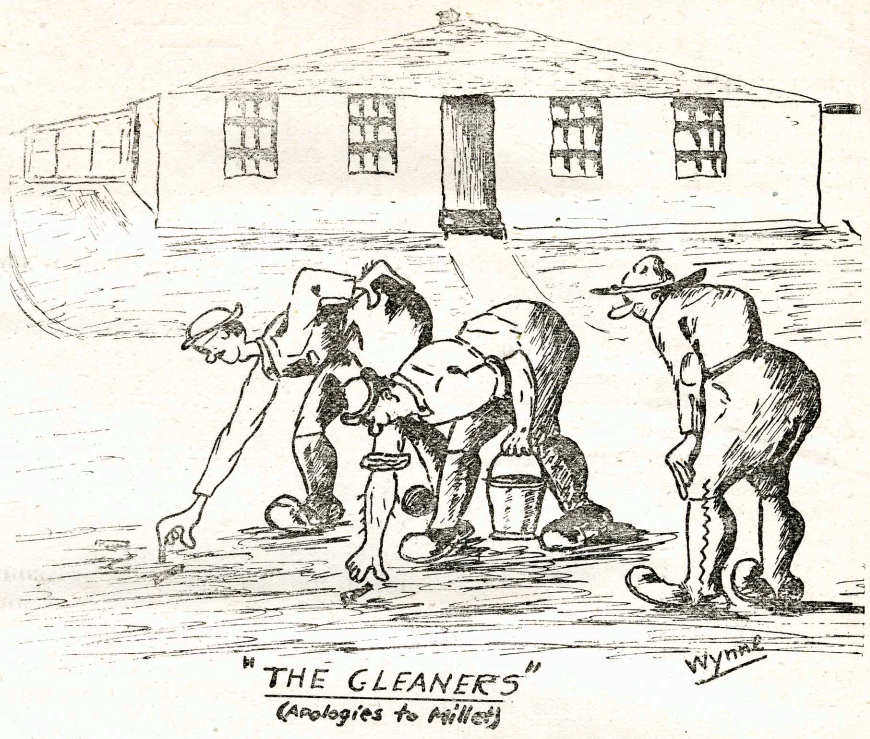
On the following evening, October 11th, Lieut. Knudson spoke on "Elementary Electricity and Liberty Ignition." The subject was most interesting, and those who heard this lecture no doubt understand more clearly the double ignition system of the Liberty Motor, which was explained so well in detail.

On Saturday last Lieut. Kincade, devoting himself to "Internal Combustion Engines," gave a most interesting lecture on this subject. The lucid manner in which this advanced subject was explained, gave great hopes to the four score men, who may have been a little hazy on this subject. The lieutenant confined himself to two- and four-cycle motors, the construction and cooling systems of some of the most important ones, their advantages and disadvantages, causes for loss of power, etc. His method of outlining was very clear and all agreed that they had derived great benefit from the lecture. In Lieut. Kincade's case, as well as the preceding lieutenant's, questions were asked by those attending, and many vague things cleared up. Lieut. Kincade spoke for one hour and fifty minutes.

On Monday last, Captain Edward Laughlin spoke before a packed house, on "Elementary Electricity and Army Signalling." It might be suggested here in this column, that in the event that Captain Laughlin gives another lecture, that he hold it where one might at least get standing room. Beginning with the origin of magnetism, he continued on up through magnets, magnetic fields, solonoids, magnetic induction, etc., step by step, until the magneto was reached. The clearness of treatment coupled with the many simple and explicit diagrams held the intense interest of the large assembly. Each step bore closer to the desired end, so that when the construction and operating functions of the magneto were defined, it was apparently clear to everyone. The Captain then diverted to Army Signalling, the different methods, defining in detail the heliograph, and several other methods. In the two hours taken by the Captain much ground was covered, and it was done in such a clear, simple, and well outlined way that those who hadn't the least idea of these difficult subjects were greatly enlightened and benefited thereby.

Tuesday, Lieut. Hamman gave a lecture on "Property Returns, Expendable Properties, Vouchers, Property Purchases, Etc.", to a well packed assembly at the Aero Supply. To most men these subjects were vague and the manner in which Lieutenant Hamman created these different subjects, sent the boys away after an hour and a half with a much greater knowledge of them. Emphasis was put on the way in which the different forms are used, and samples of them were passed around. Questions were in order and cleared up by Lieutenant Hamman.

Those who attended the above lectures, or any of them, derived great benefit from the instruction given. The personal time devoted by each officer to the lecture is fully realized and appreciated by the men. It is hoped to have these lectures repeated at some future date at some building large enough for more men to attend.




## OUR POLICE SQUAD AT WORK

## RAY FRUCHTNICHT DEAD.

Ray Fruchtnicht, aged 24, died Sunday evening at 6:30 at the Ft. Benjamin Harrison Hospital, the first man to succumb to the Spanish influenza at this post. He enlisted June 28, 1918, from Batesville, Indiana, and had been detailed to shop work most of the time in the wood working department. Being of a very quiet disposition he was not known by many of his comrades, but his friends and those who worked with him commend him highly.

He first took sick with the influenza upon his return from a visit home Sunday, October 6th, and was taken to the fort with three other men Monday morning. The body was taken to his home in Batesville on Tuesday.

## SERGEANT WM. C. BROKER SECOND VICTIM OF FLU.

Sergeant William C. Broker, 821st Aero Squadron, died at the Aviation Repair Depot Hospital, Thursday evening, October 17, 1918, with pneumonia. He was from Owensboro, Ky., and entered the Air Service April 13, 1918, and on July 1st was made a sergeant. Sergeant Broker was a popular man in this Post and had made many very good friends. His death will be greatly felt by his comrades. He was among the first to get sick with the Spanish influenza and has been critically ill for four or five days, as it had developed into pneumonia. His wife and brother-in-law, of Livia, Ky., came Thursday morning to see him and his father and mother, Mr. and Mrs. Charles Broker, and daughter, Mary Lee, arrived Thursday evening just before his death.

## FARMS FOR SOLDIERS.

In planning farm holdings for returned soldiers, the United States Secretary of the Interior suggests that immense areas in the West may be made highly productive by reclamation work along lines already worked out. Less public land is available, of course, than at the close of the Civil War, when the nation was told in popular jingles, that Uncle Sam had a farm for every soldier. The soldiers' slogan at that time was "forty acres and a mule." It will be long, though, before it will be necessary to adopt Prof. J. Russel Smith's plan for three-story gardens, with trees overhead, vegetables on the ground floor, and mushrooms in the cellar.—Christian Science Monitor.

## ST. LOUIS AVIATORS HAVE A NEW GYM

Lieut. D. M. Steele, director of athletics at Scott Field, the aviation camp near Belleville, Ill., announced that the athletes under his direction would have a gymnasium of their own this winter. The structure will be 120 feet by 66 feet and will be fully equipped. One of the features will be a swimming pool and there will be two handball courts and a like number of basket ball courts. It is hoped that we will be able to secure similar equipment for this depot.

## EXAMINATION FOR M. S. E. AND SERGEANT 1ST CLASS.

An examination for M. S. E. and Sargeant First Class is being held this week, and are open to any man in the field. The exam. is being conducted by Capt. Laughlin, Capt. Mahan and Lieut. Goodish, assisted by Capt. Emig, Lts. Emerson, Mamer, Snee, Eldridge, Winbigler, Gordon, Hayden, Anderson, Branson and Kuhns.

## Y. M. C. A. NOTES

Roscoe Shaw.....General Secretary
Marvin Lain.....Asst. Secretary
Ernest T. Maze.....Edu. Secretary
H. E. Robertson.....Rec. Secretary

The men who have attended the outdoor picture show have enjoyed some of the best films that have been released. These shows have been made possible by the courtesy of the Film Exchanges that have gladly given these films while the theaters are closed.

A lot of new Victrola records have been given by Indianapolis friends. Some mighty good stuff among them.

Corn popping at the "Y" will be one of the evening treats occasionally. Some city ladies brought us out a large bag of shelled popcorn last week.

Mr. Robertson, Recreational Secretary, is helping out at Ft. Benjamin Harrison during the epidemic. The "Y" men have worked on the hospitals there hand in hand with the Red Cross.

Mr. William T. Hamilton, of the Public Library Commission of Indiana, called upon us this week and arranged to augment our mechanical library. Have you looked this collection of books over and are you using it? If you don't see what you need there, speak to us about it and we will get it.

Say boy, we will have some reopening of the "Y" hut. We want to see a lot of other fellows that haven't found the path yet.

The Y. M. C. A. hut will close at 9:30 p. m. after the re-opening. This is by order of the General Secretary of the Central Military Dept. Y. M. C. A. So let us get in a little earlier in the evening, so as to put in full time. See?

The Y. M. C. A. secretaries want to express their appreciation of the kindness of Lieut. Emerson and the Post Exchange Staff in permitting the use of the Exchange building. In fact everyone on the post has been most kind and considerate during our absence from our hut. We appreciate this fine spirit.

The work in French, Geometry and Trigometry will be resumed as soon as the quarantine is lifted. Do not forget about the Shorthand Course and the course in Algebra. Classes will begin work as soon as possible.

Another class in Geometry will be organized if enough men care to take up the work. Do not hesitate to come around and talk about the work. Tell us what you want. We may be able to help you.

## SUGGESTED QUESTIONS FOR EXAMS.

If you were to ascend to the heighth of 7,000 feet and find you had left your engine on the ground, what would be the first thing you would do?

Where are noncorrosive ball-bearing cotter pins used?

Why is it necessary to use so many flickering pins on an airplane?

Which G. O. tells you to "walk your post in a million different manners?"

How do you think the Guardhouse stacks up with other branches of the service?

How can you get a furlough without having your brother shoot the family dog and sending you a wire that "Bill just died"?

What kind of wood is commonly used in making crank shafts?

Where is butter milk used in a machine shop?

Why is a coal conveyor?

Is it necessary to have a college graduate to act as chauffeur on it?

Who invented the coaster brake for the airplane?

Is Hispano Suiza contagious?

What is the penalty for an engine tester that goes to sleep while on duty?

If your motor knocks, will your piston ring?

Automobiles — if your clutch slips, will your foot brake?

—By "Red."

¶THE POST EXCHANGE IS READY TO SERVE YOU WITH MILITARY WEARING APPAREL AND NECESSITIES OF ALL SORTS.

* * *

¶A LUNCH COUNTER HAS BEEN RECENTLY ADDED, SERVING SANDWICHES, PIE, COFFEE, COCOA AND MILK.

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## NAVAL FLYER VISITS POST LAST MONDAY

It will be interesting to some of the men to know that Ensign Wm. B. Lane, Jr., was a visitor at the Post last Monday. "Bill," as he is known to his friends here, left last March for Chicago, where he took the preliminary training for naval aviation and was sent to Pensacola, Fla., to the Naval Aviation School. After completing his course of instruction there, he was commissioned an Ensign and retained as an instructor at that station.

Another visitor, in company with Ensign Lane, was Cadet Frank M. Boyer, who is also well known to some of the men here. Cadet Boyer, familiarly known as "Frank," has just completed his ground school course at Austin, Texas, and will proceed shortly to a flying school. Both men made flights as passengers with Mr. Frank Mills, the civilian flying instructor at this Post.

## BILLIARD EXPERTS TO PLAY AT SPEEDWAY

Sergt. Netzel has been busy getting a four-handed billiard tournament fixed up for this winter. Beside Netzel, the champion from the Northwest, Harry Cooler, representative for Indianapolis in the Inter-State League; Nusbaum, a former state championship, and Mr. Kruger, of Indianapolis, a local expert, are the four men who will play in these twelve games.

Six games will be scheduled at the Speedway and the other six at the Cooler Billiard Parlors. These men are all sharks at the game and the boys are already getting anxious to see the games start. Announcement of dates will be made as soon as the quarantine is lifted.

By the time this paper is on the press it is likely that the new billiard table will have been installed in the Post Exchange. It was shipped from Chicago a few days ago by freight.

## FORT GAINS EXTENSIONS.

Announcement comes from Washington that Senator Harry E. New has succeeded in an effort to have greater war activities at Fort Benjamin Harrison. According to information last night the government will begin at once providing quarters for at least 22,000 men. This will mean an additional 10,000 troops and the construction of quarters doubling the present capacity of the fort. It is estimated the War Department intends to spend a large amount of money in erecting these new quarters, probably between $1,000,000 and $2,000,000. Information from Senator New indicates that it is likely the hospital plans contemplated by the government for Fort Harrison are to be abandoned. Senator New, it is stated, received assurances from Benedict Crowell, assistant secretary of war, that the government's latest plans will be carried out.—Indianapolis News.

## HANEY'S SQUIRREL FOOD.

Private Herman should have his shingle out, proclaiming him a M. D. But from 6 a. m. to 8 p. m. he is just a K. P.

If the Kaiser and the Austrian emperor were sitting in a tree top what kind of fruit would the tree be bearing? I would call it a rotten pair.

Private Sylvia is still raving about his senator's daughter. She spoke to him once. She said, "Get out of my way."

Private Kennard: Fatty says, "I may not be pretty, but I'm cute and I'm not fat either, I'm only plump." Fatty is certainly the gloom chaser around 811's kitchen. There's class to that bird when he's all dolled up. When the quarantine is lifted he has the Claypool corner leased. He intends to do classic posing there every evening from 8 to 10.

Would like to tell you about Sergeant Segerstrom killing our cat. Oh, well, there wasn't much to it. You had to know the cat to get the fun.

John Spicer's girl wrote him and said, "Send me some money or I will have to go to the poor house."

John answered—"Wait until the war is over and we will both go."

Leo Kalb said: "I spent $1,000 to have my voice brought out in Paris."

Fatty Kennard answered, "We'll spend 10c to have it pushed back home in America."

Speaking of tailors, I once knew one who would look at a fellow going around a corner and go back to his shop and make a suit to fit him to perfection. That's nothing, said Tailor Corn, "All I need to do is to look at the corner the fellow went around."

Jett, one of our popular cooks, called up his girl last week. He asked her to marry him. She answered, "Sure, who is it."

McGee says, "When an Irishman dies, they wake him; and if he has enough money, they wake the whole neighborhood."

Slim Carter says, "When the war is over I am going to work for the Schlitz Brewing Co."

Old P. T. Barnum said, "You can't fool the people every day." Mess Sergeant Hayden has him beat— he fools them three times a day.

## SHOP NOTES

### ENGINEERING OFFICE.

Private Shumaker, Capt. Laughlin's efficient orderly, is gradually waking up to the fact that everything Sergeants Crooks and Poirier may tell him is not necessarily true, but that "Old Man" Willis' word must never be doubted. He is also of the opinion that his sermons are becoming very interesting and beneficial to all who may hear them.

Sergt. "Jake" Reseck, the competent file clerk, is still receiving many letters from his admirers but we have seen no further display of feminine jewelry.

When it comes to getting into prominence we believe we will have to hand the honor to the Accounting and Work Order Department. Have you seen, heard or been questioned by Saul? Ask Beauchamp, he knows.

Sergt. Willis will without a doubt make an effort to put his requisitioning system in force at the mess hall to eliminate the necessity of his presence at certain times.

Eddie Rowe, M. S. E., can be seen most any evening beating it for the interurban station, for what, to this date, we have been unable to find out. Some of the fellows seem to think he is expecting a friend. Never mind, Eddie, you can always find company back to camp. Ask Poirier and Willis.

Sergt. Poirier's spare moments are spent chiefly in giving pointers to Orderly Shumaker on the subject of "Ladies."

### WOOD WORKING DEPARTMENT.

The Pride of the Shops in Danger.

It took only one look by Big Bill Morris to convince himself that Sergt. Fred Goepper had a fever of 110 degrees F. and must have been close to death's door. Fred is taking no chances these days, so he immediately ran, as fast as Freddie can run, to the hospital on his daily visit, but as by the time he had arrived there his fever had subsided to 98 degrees, the medical authorities thought him in no danger of immediate death.

One of the canines on the post has mysteriously disappeared. It is rumored when last seen he was following our friend Ed Warren. We suggest he be immediately returned and no questions will be asked.

### MOULDING DEPARTMENT.

Sergt. Kraft: "If the men wearing those things on their upper lips only knew what they looked like to the men of this post, they sure would cut them off."

### ENGINE REPAIR.

Sergt. Crowder insists it is worth the money to see George McLain taking setting up exercises.

F. L. Sullivan is still singing the song he composed in Pittsburg—"No one knows where the old man goes."

Most of the men in the Engine Repair expect to "expose" (a-la-Setzer) themselves to the exam. Thursday. They are now wondering who's who.

The popular pastime in the Engine Repair is obtaining a "bushing" on upper lips.

Kenneth Kruger expects to follow the example of Rip Van Winkle when discharged from the army.

We understand Stock Room "E" have ordered a supply of Canadian Short Circuits for the use of Private Selig. We understand he "eats 'em alive."

Peter Joyce plans to raise skunks in the Ozarks after the war. He extends a cordial invitation to all to pay him a visit after he is established.

### SHOP NOTES.

The new Yankee drill grinder recently installed in the machine shop is already proving to be a valuable addition. Drills are being ground easier now and more accurately than before.

Lieut. Sherwood was much missed while on leave of absence. He has won the respect of all the fellows during his presence in the machine shop.

"Persuader Dad" hears many new alibis when he appeals for more speed during these days of the quarantine. The fellows can no longer say, "have a heart, I had a late date last night." Thanks to the medical corps, there are other excuses.

Sergeant Eads in charge of Dept. 23's work orders, requisitions, time sheets, etc., spread joy among the ranks last Monday by announcing that we were gradually catching up on many orders. Whether he really meant it or was just suffering from an illusion caused by continuous absence from friend wife, is not known.

According to information from good authority, Sergt. Woul, of 810, is negotiating with several concerns for the placing of a contract to erect a huge receptical for the by-products of the "chewing" habit. As an economic war measure we suggest that specially designed side boards be provided for the receptacals now in use.

"Sherlock Holmes" Worley claims that after an investigation of the most thorough nature, he has discovered an additional whisker on Corp. Nettie's left upper lip. This makes a sum total of twelve, six on each side.

Sergt. Lewis of 811, thinks that the *Speedway Dope* should have been called the *Hack Saw Blade*. It's tough that such suggestions are always submitted too late.

As result of frequent visits by Sergt. Fischlein, of the Follow Up Dept., Miller of 811, now claims that the supreme call of the nation is not money, ships, men, etc., but bolts, bolts and more bolts. Of course Miller is a bit peevish since the "better half" returned to Alabama.

Corp. "Death" Lyle has visited the shop several times during the past week. He was royally entertained.

"Johnnie" Rademaker, of baseball fame, actually developed a serious case of sunburn in the roof of his mouth while gazing at airplanes in flight.

Much credit is due Sergt. Wall, the well-known southern composer. His latest creation is a ballad entitled, "Can You Bake a Cherry Pie, Charley Boy?" It was written for the exclusive entertainment of Sergt. Stone.

### MAINTENANCE.

The Maintenance Department has accomplished considerable important work since the last issue. We notice the G. I. Cans have been improved upon and put in place once more.

Notice is given 811 squadron that they had better keep on their toes, as the Maintenance department seems to have made up their minds to share in the Saturday Inspection honors. Have you noticed the white-wash in the vicinity of their "buildings?" Look them over, boys.

Since the marriage of I. Kreich, the valuable steam fitter of the post, we have all more or less lived rather high, in so far as eating is concerned. She is some cake baker, Jiggie.

### STOCK ROOM A.

We were bashful last week but we're here just the same. Have plenty of stock of the articles you don't want. "Heine" of the final assembly crew said so.

What does the farmer's wife do to the hen—Setzer.

"Kaintucky" Malkemus—"Hey, Bert, yoh all goin take M. S. E. Exam?"

Setzer—"Don't know about taking it—will be exposed, tho."

Herbert Selig, of dry goods fame, is learning some of the "things" that go on an airplane. Selig scratches items off cards when we other fellows work. He received a requisition that "we" had filled calling for—"1 dz Short Circuits, annealed." After much inquiry he was finally directed to see "Fatty Hartman" in the final assembly, whose name was signed to the "wreck". Fatty didn't know what they were, so Selig had considerable fur raised before he located the article. If you need anything in that line—see Selig.

Harry Sechrist (Harry's always in a good humor) said he had an accident the other night—turned a jitney over in his pocket.

"Curly" was calling the roll, but we had to report that our Wray was sick in the barracks. That's an awful place to be sick. Prange fell the other day and hurt himself on the landing. I would rather be sick in the barracks.

When Lieut. Comer says, "Yu all come heah" we usually "com-er."

The United States has just fixed the boundaries of Camp Bragg, at Fayetteville, N. C. This artillery cantonment site embraces 120,000 acres and will cost the government about $1,500,000. The government in taking over this property will necessitate the eviction of 400 farm families.


# Its The Name That Tells

There's a World of Satisfaction in Buying Universally Known Products. It Inspires Immediate Confidence When You Look Into a Hat and See the Name "DUNLAP"—at a Watch and See the Name "HOWARD". You Don't Have to Be Told About the Quality of Such Products. In Every Line of Merchandise There's a Name That Stands Out Above All Others.

When it Comes to Cutlery, Tools and Paints, the Name "VAN CAMP" Means Everything—Prestige, Quality, Service and Satisfaction—and VAN CAMP PRODUCTS Cost No More Than the Unknown Makes.

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## TAIL SPINS.

"Corporal" Dice (leading a German spy to prison)—"The general says you're to be shot at sunrise, so trot along and pray for a rainy day."

Sergeant Stark (after trying to teach Private Hoff a drill movement)—"You should be in the Aviation Corps."

Private Hoff—"Why so."

Sergeant Stark—"Because you're no good on earth."

At a roll call of a Russian regiment the officer sneezed and four soldiers answered "Here".

A young man stationed at Fort Dade, Florida, with the Coast Artillery, wrote home to his father, as follows: "Dear Dad, I wish you could send me a cool breeze, for down here there is only a screen door between us and hell."

"Why do you want to join the Aviation Corps."

"Oh, I might as well fly here as hereafter."

During a "Y" movie the other evening Strobel and McClure, of the Medics, were having a high time till the band played "Over There", when Strobel, thinking it was our National Anthem, stood up. McClure, not knowing better, also stood up, and has been "blessing Strobel" ever since.

One of the soldiers on board a transport bound for France wrote back home: "I have six meals a day, three down and three up!"

Something Else Again—"I hear you are learning to fly."

"No, I am merely studying it."—*Pearson's Weekly.*

His Explanation—*Cynic*—"So your airship was wrecked in the blizzard. I thought you considered it perfect."

"The ship was perfect," replied the inventor stiffly. "The air was at fault."—*Philadelphia Inquirer.*

Shop Talk—*Wife*—Did you kill that fly, dear?

*Aviator Husband*—No, but I drove him down in a badly damaged condition.—*Boston Transcript.*

Unique—"I hear she's going to marry a famous aviator."

"Yes. First time a queen ever took an ace."—*Detroit Free Press.*

How She Loves Him—"She seems interested in that aviator."

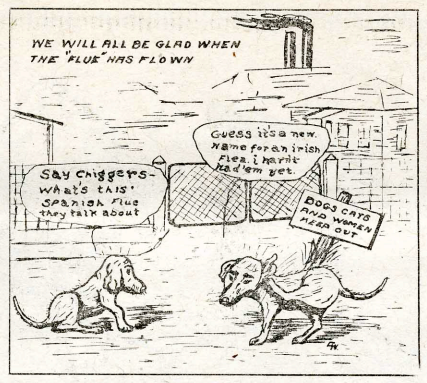
"That is hardly the word for it."

"No?"

"She says she loves the very air he flies through."—*Birmingham Age-Herald.*

A Regular Bird Man—"I suppose when you have been flying for a year or so it becomes second nature?"

"Rather! Why, I'm getting so used to it that I often feel a craving for worms and bird seed."—*London Tit-Bits.*




## UNDER THE MOONLIGHT.

Dice—"Sgt. Robertson, what are you carrying that gun for."

Robertson—"Why, Dice, I swore that if I ever met any one more ugly than myself I'd shoot him."

Dice—"Well, Robertson, shoot me then, I'm ashamed to live any longer."

Webber—"Minder, if you don't go away and let me sleep, I'll knock those bumps off your head."

Minder—"There are no bumps on my head."

Webber—"I know that, but I'll put some on and then knock them off."

## MACK'S SQUIRREL FOOD.

Ikey—"I hear your boy is in the army. Did he get a commission?"

Cohen—"No, only a straight salary!"

A negro sergeant, while drilling his men, noticed that one of them in the rear rank was somewhat bowlegged.

"Stand at 'tention, nigger," he shouted.

"I'se at 'tention, Sahgent."

"Nigger, from yo' knees up you is at 'tention, but from yo' knees down yo' at parade rest."

## SMALL PARTS.

Some credit should be given the men in the Small Parts Department for building and erection of a new "Cyclone" for wood shop. A new megaphone is under way for buglers. Perhaps this will help some of the "sound sleepers" from missing reveille.

Prvt. H. Finley, of 810th Squadron, formerly of police department, is now a working man. He expects to get his rating in a few days.

Sergt. Billingham and Private West are back on the job after spending a few days in the hospital. We hope to soon see "Pat" Laughlin back on the job.

J. Maisenbacher said he was insulted in last week's Dope by being called Private. He has been a Corporal nearly three weeks. Beg pardon, Corporal!

Prvt. Graff will learn to swim if he cleans a few more radiators. He has it over Darby of 821, having a tank of his own in the shops.

Some one was looking to see what he could find and lifted the lid off the box containing hydro-fluoric acid. He immediately sounded the gas alarm.

S. Hickey says he has grown an inch in the last year. This branch of the service has some wonderful opportunities for a young man.

Sergt. Heselschwerdt is still learning. If he stays with us he will undoubtedly prove a very valuable man.

ATTENTION!

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Drink COCA COLA and YUNCKER'S SODA

C. Siegrist is still making fire screens.

Katz and Thornton are spending their noon hour training for the big bout. The place and number of rounds to be announced later.

What—Bennett and Manon working again tonight? Do you suppose they do not know there are no clean up squads in the evenings?

## AIRPLANE SPRUCE.

(Youth's Companion.)

It is a long journey from the Pacific coast of North America to the battlefields of Europe, and a far cry from the stolid tree, for centuries rooted immovably in the ground, to the aeroplane darting, swooping, plunging through the clouds—the very quintessence of swiftness and grace. But such is the journey and such the evolution of the great spruce that grows in the forests from Oregon to Alaska. The full-grown tree is from 100 to 200 feet high and from five to fifteen feet in diameter. Although the trees rise to a great hight and are great of girth, they taper almost imperceptibly. Therein lies their fitness for the peculiar, varied and exacting demands of aeroplane construction. For the wing beams of the aeroplane, straight sticks of timber from sixteen feet to thirty-five feet long are required, and this tree with so little taper supplies the very best wing beams in the world. It is also very tough and very light—and toughness and lightness are the chief requisites in aeroplane timber. A cubic foot of the wood weighs twenty-five pounds. Great lumbering operations are now under way to get out a huge supply of this important sinew of war.

Only about 20 per cent. of the whole log is cut up, but the timber brings the tremendous price of $125 a thousand board feet, although a few years ago it sold for ordinary commercial purposes for about $14. Only about 350 out of every 2,500 feet pass the final tests at the aeroplane factories. About 125 feet are used in making the average machine.

A recent examination of a captured German aeroplane revealed the fact that the enemy is short of good aeroplane material for wing beams. With Canada and the United States possessed of tens of thousands of acres covered with these grand trees, the allies have an advantage that is helping them to hold the supremacy in the air.

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## PROPERTY RETURN.

The following definition and instructions for keeping of property return has been prepared by Sergt. 1st Class D. R. Whitaker, assigned to the Accounting Department of the Aero Supply.

A property return is an alphabetical record of all material or supplies received and disposed of by an organization or depot. This record is kept in book form, using Form No. 599 A. G. O., which are loose leaf ledger sheets on which is shown the name of article, date, voucher number, debit taken up, credit issued, and balance on hand.

All property received, except forms, manuals and stationery, must be accounted for on the return, and entries, both debit and credit, are posted from the following forms, which, after having been, given a voucher number, become a voucher to the return.

Material which has been purchased by the Supply Officer, and paid for by the Disbursing Officer, is posted on the return from Form S. C. No. 29, Disbursing Officer's Invoice and Receipt of Aviation Property Transferred.

When material has been shipped from one army post or field to another, it is invoiced and posted on the return from Form S. C. No. 67, Transfer of Aviation Property. This form is made out in four copies, two of which are signed by the Issuing Officer and retained by the Receiving Officer as a debit voucher to his return, while the other two copies are signed by the Receiving Officer and retained by the Issuing Officer as a credit voucher to his return.

Material received which has been damaged in transit, or which has been worn out by fair wear and tear in the service, is dropped from the return by Form A. G. O. No. 196 Report of Survey.

Government property which has been lost, or broken, by enlisted men is dropped from the return by Form A. G. O. No. 602, Statement of Charges against Enlisted Men.

All expendable property, such as nails, paint, lumber, steel, etc., which has been used, is dropped from the return by Form S. C. No. 55, Certificate of Aviation Stores Expended.

Also any property on hand, which is not covered by an invoice, may be accounted for on the return by a certificate signed by the Accountable Officer.

There are two classes of property, expendable and non-expendable. Expendable property is any material which, after being used, loses its identity or material which is permanently installed. Oils, acids, hinges, nails, insulating and splicing material, and material such as brass, copper, etc., used in the rebuilding of equipment are expendable. Non-expendable property is material which does not lose its identity and can be used for an indefinite period, and when it is finally worn out has to be surveyed. Machines of all kinds, furniture, typewriters, etc., are non-expendable.

The property return is made in duplicate, and on the 31st day of December and on the 30th day of June the books are closed and a copy of the return with all its accompanying vouchers is sent to the Office Director of Military Aeronautics, Washington, D. C., and one copy retained by the Accountable Officer. The balance of each item that is shown on the old return is carried forward to an entirely new return, and an inventory is taken of the stock on hand which should agree with the new return.

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It is the intention of men who are assigned to the Aero Supply to submit to a concise summary of some part of the paper work performed in Supply Work, every week. Following is submitted by Corporal Homer Clarke, Transportation Representative:

### HOW TO PREPARE A GOVERNMENT BILL OF LADING.

Public property or other property transported at public expense will be transporte don the prescribed form of government bill of lading. This bill of lading has three parts, the original (Q. M. C. Form 153); the memorandum (Q. M. C. Form 154) and the shipping order (Q. M. C. Form 156). There is also an "Extra Sheet" (Q. M. C. Form 155) to be used as additional sheet to original memorandum, or shipping order when shipment is so extensive as to require more than one sheet.

This bill of lading is used by Quartermaster at point of shipment and consists of five copies as follows: One copy, the original (Q. M. C. Form 153) one copy of shipping order (Q. M. C. Form 156) and three copies of the memorandum (Form 154) and shows the following information:

1. Bill of lading number.
2. Office authorizing shipment.
3. Station from which shipment is actually forwarded.
4. Name of person making shipment.
5. Destination of shipment.
6. Route by which shipment is to move.
7. To whom and where property is to to be delivered.
8. Physical and shipping numbers of each box, chest, crate, barrel, bundle, etc.
9. Weight of boxes, chests, etc., as grouped on invoice and total weight.
10. Contents of boxes, chests, barrels, etc.
11. Authority for making shipment.

The property being ready for shipment, the Quartermaster signs one copy of bill of lading (Q. M. C. Form 156). One of the three memorandum copies will be plainly stamped or indorsed "Property Received Copy" and another "Property Shipped Copy." All five copies are then delivered to the Agent of the Transportation Company, who signs all copies except the shipping order (Q. M. C. For m156), which he retains for his file and returns signed copies to person making shipment, who mails the original Q. M. C. 153 and memorandum marked "Property Received Copy" to the consignee in separate envelopes and the unmarked copy to the Central Disbursing Division, Office, Quartermaster General, Washington, D. C., and retains the memorandum marked "Property Shipped Copy."

On arrival of shipment at destination the consignee will check shipment carefully, sign the original bill of lading in the space provided for this purpose, which shows the following:

1. Destination and date received.
2. Name of Transportation Company from which shipment is received.
3. Weight in words and figures.
4. Signature of Receiving Officer.

The consignee will note any shortages in shipment on the back of bill of lading in the space provided for this purpose and then deliver to the agent of the Carrier or Transportation Company delivering shipment.

The memorandum marked "Property Received Copy" will be retained by the consignee.

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**Owing to the fact that the Spanish "Flu" is trying to get a grip on the men of this post, Sergeant Major Carl Cooper has given up the office work and is doing a night shift at nursing in the barracks.**

KAHN UNIFORMS

Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

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Kahn Building,
Washington and
Meridian Sts.

Tailored at
Kahn Factory,
St. Clair St. and
Capitol Ave.


### Compensation.

His Wife—Mother's going to make us a little visit. I know you don't object to having her here for a short time.

The Jokesmith—Oh, I can stand it. Out of a week's visit I get enough material for a year's supply of mother-in-law jokes.

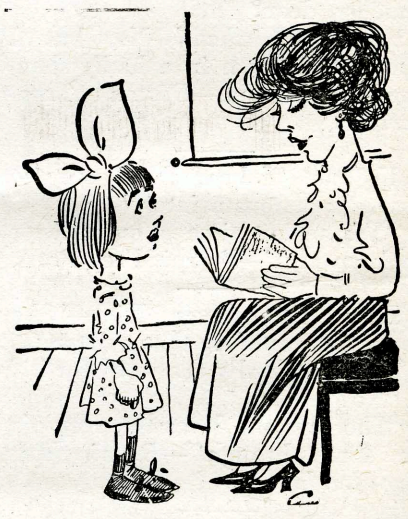
### Great Man Yielded.

"What'll you gimme for an interview with Senator Wombat?"

"I'll pay you well if you really got an interview. But everyody knows that Senator Wombat never talks."

"I got an interview, though. I raised my eyebrows and he nodded his head."

### CHILD LOGIC.



Teacher—Now, children, which one of you can decline the word "sick?"

Katie (in a tragic voice)—Sick-worse-dead.

### Not On the Dot.

She was a lazy, lazy girl,
And, too, a trifle snippy.
No wonder that she failed to dot
The i's in Mississippi.

Compliments of

**Pittsford Purity Pie Company**

## TELL HUN PLANE BY TUNE.

(Detroit News.)

The most recent air raiders on London have usually found that they could raid up to the English coast and then have to raid right back again. A young American has received credit for the success of the British in surrounding their capital with a shrapnel barrage whenever the German flyers approach.

A Brooklyn youth who had enlisted in the British aviation service was assigned to test out an airplane detector which was expected to discover the approach of airplanes before they could be heard, so to speak, with the "naked ear." No one expected that the device would make it possible to tell whether the approaching planes were German or British.

His musical studies had trained the American's hearing to a high degree, however. He listened through the instrument for several days while only British planes flew within its range. Then he heard a different note. A German raiding squadron was approaching.

The American had discovered that British planes hum in G minor. He found that the German raiders are tuned in B flat. Now the British aviation service keeps men about the capital with their ears close to detectors, and whenever airplanes are heard vibrating in B flat a barrage is immediately ordered.

### Accounting for It.

He—I tell you, the rich dress that trust millionaire's wife is wearing was paid for by blood money.

She—That accounts, then, for the gore in the skirt.

### His Qualification.

"That horse is too sensitive to use for hunting."

"All the better. He will be quicker to take a fence."

### JUST TO PLEASE HER.

"Do you think, darling," she asked when they had returned from their wedding trip, "it is possible for anybody really to love more than once?"

"No, sweetheart," he replied.

"You are not saying that just to make me happy, are you?"

"Of course not."

"But you would say it to make me happy, even if you didn't believe it, wouldn't you, dearest?"

"Certainly. I'd do anything or say anything to make you happy."

"There, now I shall never be able to believe anything you tell me. Oh, why—why did I ever marry a liar?"—Dayton News.

### Other Worries.

"Does golf improve your health?"

"No," replied Mr. Glithersby, despondently.

"But I should think fresh air, exercise and the interest one naturally takes in the game would help you forget your business cares."

"Oh, it does, but I play such a poor game that my golf cares keep me in a bad humor all the time."

### CONDITION OF THE MARKET.

Mrs. Tonguesmith—It won't do you any good to say a word. Talk is cheap.

Mr. Tonguesmith—Yes, my dear. The supply is so far in excess of the demand.

**Machine Tools, Woodworking Machinery and Factory Supplies**

**"The Eaglesfield Moulder"**

"Completely Motor Driven."

**Vonnegut Machinery Company**

43 South Meridian Street

### To Entertain Herself.

Mrs. Redd—I'm going to call on you tomorrow afternoon.

Mrs. Greene—Very good; but I expect to be out for a short time. If I am not at home, entertain yourself until my return.

"How am I to entertain myself, pray?"

"Oh, you'll find five mirrors in the parlor."

### NO CRITERION.

Willie—I don't think aunty will stay; she didn't bring her trunk.

Johnny—Huh! Look how long the baby has stayed, and he didn't bring anything.

### Universal Anatomy.

Don't call a man a bonehead
In your angry agitation;
Remember that your own head
Has some osseous formation.

### Of Course Not, Ma.

"Why, James Fenimore Jones, you don't mean to tell me that you were down town by yourself," shrieked the horrified mamma.

"W'y of course not, ma; there wuz a lotta other people down there," responded James indignantly.

### Where He Stood.

"Now, I want to tell you just where I stand," said the fussy man in the subway car making conversation.

"Well, you don't have to tell me," replied the man with the scowl. "I know. Please get off my foot!"

### Not a Bad Idea.

"Why that meditative manner in approaching your customers?"

"I'm trying to size them up."

"Don't try to size 'em up. Treat 'em all like they were millionaires, and you can't go wrong."

### Sorry He Spoke.

His Larger Half—Here's an account of a man whose poor wife died the hour he fell heir to a large fortune.

The Other One—Gosh, some fellows have all the luck—er—that is to say, what is the miserable man's name?

### Nicked.

"Old man Flint has always boasted that he had a heart of rock and now he contends that Miss Giddigirl has wounded his affections."

"Stone-bruise, eh."

### Relaxation.

"Got another detective story?"

"Yes. Read 'em for relaxation."

"Getting so excited you can't shut the book up till three o'clock in the morning—d'you call that relaxation?"

### Parted Company.

"Yes," said the stout man, "I went into the deal with $10,000."

"And how did you come out?"

"Alone."—Boston Transcript.

### Unreasonable.

"Was the operation successful?"

"Completely so. It was the most brilliant demonstration of the operator's theory possible. Only one person appeared to be dissatisfied with the results."

"Who was that?"

"The patient's widow."

### Case Dismissed.

"John," said the new judge, "I have know you for years. I am sorry that my first duty is to try you for being drunk. What was your reason, if any, for getting drunk?"

"To celebrate your election, judge."

What could the judge do?

### Gosh.

In days of old, when knights were bold
Book agents were in fettle;
You dassent kick a man, I'm told,
His pants were made of metal.

### Obeying Orders.

Mistress—What are you doing, Martha?

Martha—The doctor told me to take iron for me blood and I'm trying to melt the poker.

Mistress—But, Martha, you can't drink melted iron!

Martha—Then I'll have to wait till it cools.

### Too Much.

The Club Man—What's this I hear about you and your wife having trouble? Before you were married you told me you would go to the ends of the earth together.

The Married Man—Yes, but I didn't know she wanted to go there in a taxicab.

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## AERO SUPPLY WINS BASKET BALL GAME

The two quintettes that took part in the initiative basket ball games this season, Speedway Court, Sunday afternoon, certainly started a whirlpool sensation. They represented the Aero Supply and the Quartermasters Corps. The Aero Supply team was made up of Lt. Hamman, Shriver, Salmon, Myers, Stafford, Williams and Bloomberg. The Quartermaster's corps was composed of Freeman, Price, Gearke, Smith and Fisher. The boys certainly played a fast and snappy game, keeping the spectators on the alert and watching every moment for the winner. Final score: Aero Supply 11, Quartermaster's 9. Referee, Walter Oerding.

* * *

## 810 TAKES GAME FROM 811

The 810th Aero Squadron met 811th Aero Squadron on the Speedway court Sunday afternoon only to show that "efficiency" in systematic basket ball playing rests with 810, even though it does not float a flag. When the pennant is presented to the championship squadron of the field, 810 will probably have the esteemed honor of unfurling the flag in front of its barracks. The 810 quintette is composed of Brandon, R. F. G.; Oerding, L. F.; Blastin, C.; R. G., Tenney; Thompson, L. G.; Hawkins, C.

Oerding made 12 points, shooting six field goals; Brandon shooting three field goals.

811 was represented by Smith, R. F.; Thompson, L. F.; Beatty, C.; Flora, L. G.; Yingst, R. G.; Thompson and Beatty were the stars for 811, Thompson shooting three "free" ones.

Score—810, 18; 811, 3. Referee, Lieut. Hamman.

810 Squadron will play the Aero Supply at the Speedway court, Sunday, October 20th. Both basket ball teams are fast and have good goal-finding eyes.

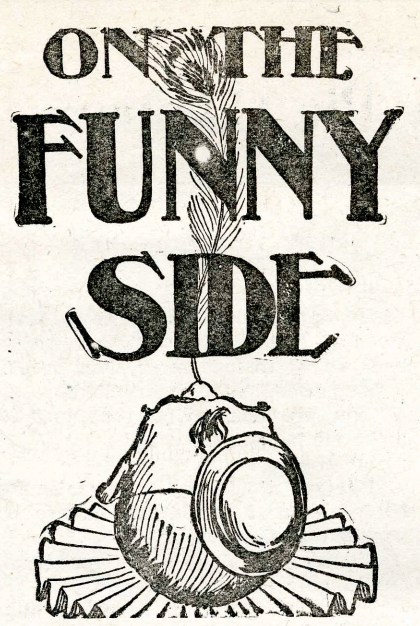
* * *

## 810 DEFEATS 809 IN BASEBALL

Back to the old National sport, we ride on goat-back, to see 809th Squadron cram over 810th Aero Squadron on the Speedway diamond, which has international fame, even though suffering from a severe attack of the ""Flu" and quarantine, men, women and soldiers stood for hours with ears peeked up, mouth ajar, and eyes staring, witnessed a mighty twirling duel of Rapp's for 810th and that mighty heaver, LaRue, who held the box for 809th.

Quite a number of runs were made, so being unable to secure an adding machine or a certified public accountant, we could not obtain the grand finale of the total score. It was "a grand and glorious feeling" we suffered when a rumor reached our ears that 810 had two dozen runs, while 809 scored only four. Sgt. Lewis, of 810, got a home run. Staats and Brandon tapped the apple for three and two bases, respectively, for 810. Hickey and Finley got five and four hits respectively.

Considerable coal was unloaded during the last few weeks. Ask the boys on the coal pile!




**Couldn't Hear Herself Talk.**

Mr. Gotham—Were you down to the meeting of the Woman's club today, dear?

Mrs. Gotham—Yes, I was.

"Did you speak?"

"I did."

"What did you say, dear?"

"Well, to tell you the truth, I really don't know. There were so many all talking at once that I couldn't hear myself speak."

**Was a "Cad Study."**

"I must have a part for Flossie Fantoe. In the last revue she used to say 'Hurrah for the prince!' Couldn't you write that into this play?"

"There is no prince in this play. We might have her say. 'Hurrah, boys! Here comes the handsome captain!'"

"I don't think she could learn as long a part as that."—London Answers.

**Sure Enough.**

Yeast—I understand for the convenience of travelers there has been invented a pocket electric heater, taking current from a light socket, which will boil a quart of water in three minutes.

Crimsonbeak—Well, tell me, if you can, what good is a quart of hot water for a bath for a traveling man?

**Accounting for the Taste.**

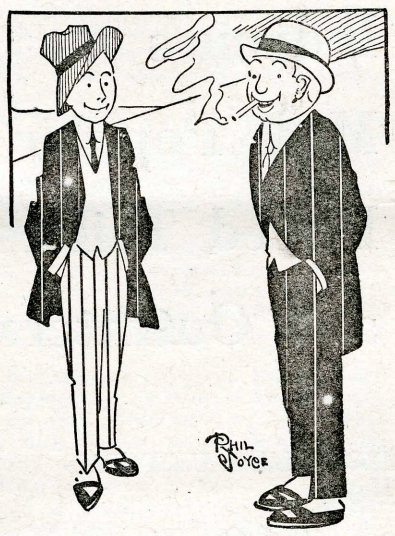
"Those pig's feet I bought of you didn't taste right," said the fat customer

"What was wrong with 'em?" asked the delicatessen man.

"Don't know exactly, but they had a flat taste."

"Well, you see, sir, there's been quite an epidemic of flat feet in town lately."

**EXPLAINED.**




"Why did you give up your bachelor quarters?"

"Because I'm going to marry dollars."

**Odd.**

It's exceedingly odd,
But it can't be denied—
To have money ahead
You must put it aside.

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## INGENUITY IN AIRPLANE REPAIRS.

(The Army and Navy Journal.)

Airplane repair is developing a new school of motor mechanics and engineers on the flying fields of the country, where shortage in airplane parts handicaps the training of aviators and Yankee ingenuity is taxed to work out relief in some form or another. Many of these repair men, who are called "Trouble shooters," soon qualify as engine experts. At Ellington Field recently a scarcity of wrist pins for airplane engines developed. A wrist pin in an engine has to stand a tremendous amount of strain and for one to break in the air would result in a serious accident. On account of the present immense demand for steel, it has been difficult to meet this wrist pin problem until a lieutenant, searching for material in a scrap-heap, picked out an axle of an abandoned "jitney" automobile. This he treated by a special process and then cut and shaped the pieces into a number of wrist pins. They were placed in several engines, the cylinders containing them plainly marked, and sent out for testing. Some of those improvised wrist pins have had 170 hours of service and are still holding up as well as any others. The result has been a great saving of material and time, as well as increasing the number of flying hours for engines at the field.

### What Is a Specialist?

Jones—Doctor, you are a general practitioner. What is the difference between that and a specialist?

Doctor—A general practitioner, sir, is a man to whom you pay a fee for telling you to what specialist you should go.—Typographic Messenger.

### Some Knock.

Bell—Was that your brother I saw you with yesterday?

Beulah—Yes; don't you think we look alike?

"Not a particle. Say, he's pretty good-looking, isn't he?"

### Not the Same.

"Time is money, you know," observed the almost-philosopher.

"Perhaps so," responded the near-cynic, "but I have learned that the chap who has plenty of one rarely has much of the other."

### More Expense for Him.

"Pa, what's a pseudonym?"

"I don't know, son," replied the man whose car is in the repair shop a great deal of the time, "but if it's a thingumbob that belongs to an automobile, I'll have to buy it sooner or later."

### Not So Long as It Seemed.

Nell—Miss Passay says Mr. Golden proposed to her on Wednesday night, but she didn't give him her answer until Thursday.

Bell—If that's true, I'll wager he proposed at 11:59 p. m. and was accepted at 12:01 a. m.—London Tit-Bits.

### Pens-ive.

First Feller—And you say both your sons are making a living by their pens?

Second Feller—Judge for yourself. One of them is the leading hog raiser in the country, and the other writes home from college.

### Where Fuss Is Fun.

"Never make a fuss about what you can't help," said the homely philosopher.

"Nonsense," replied the fan; "that idea would take half the excitement out of a baseball game."

### Naturally So.

"Why do you call that actor a misfit?"

"Don't you see he's playing a crooked part in a straight drama?"

### Carried by Bankers.

Bacon—They say Hamm has a lot of notes in the banks.

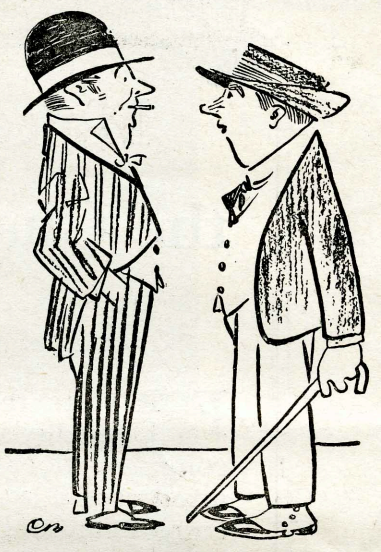
Egbert—Yes, he has.

"He acts just like a child, doesn't he?"

"How so?"

"Likes to have someone carry him."

### SURE THING.



"Have you a fireless cooker?"

"Yes; we are afraid to discharge her."

### Not Susceptible to Experiment.

"Now everything has its use," explained the guy who knows pretty nearly everything and knows it. "Take poison, for example—"

"Excuse me!" said his long-suffering friend, as he started to leave. "You can take it yourself if you want to, but you can't work your experiments out on me."

### Acting.

"Who is the greatest actor you ever saw?"

"Three-Finger Sam," replied the manager of the new opry house at Crimson Gulch. "He can sit in a poker game and keep sayin' 'that's good' with an expression on his face that 'ud make you think he was really enjoyin' hisself."

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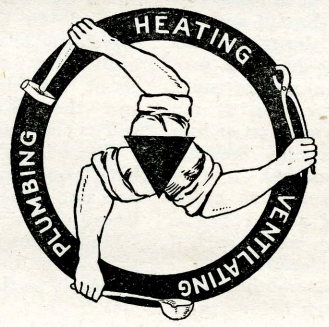



The Sign of
QUALITY—SERVICE—WORKMANSHIP

### Not Ladylike.

"This vaudeville performer is supposed to be giving an impersonation of a lady protesting to the janitor because there isn't enough heat in her apartment."

"I understand that much. The plot of the piece is simple."

"But I think there is a flaw in her impersonation."

"I hadn't noticed it."

"At the end of her remarks she said: 'Do you get me?'"—Birmingham Age-Herald.

### KICKED WRONG SUITOR.

Miss Bear—Won't you come in, Mr. Rabbit?

Mr. Rabbit—No, thank you, Miss Bear. Your father kicked me out once. That's enough. I'm no pig.

Miss Bear—Oh! there's no danger today, The porcupine called last night.

### No Bragging.

We must not brag—it's very wrong;
So be it understood
That when we voice a promise strong
We'll go in and make good.

### When She Economizes.

Mr. Myles—Does your wife economize in any direction?

Mr. Styles—Oh, my, yes.

"In what does she economize?"

"In shoe leather. She always insists upon wearing shoes two sizes too small for her."

### Quite So.

"That was a speaking likeness of the mint in the paper the other day."

"Is 'speaking' quite the right word to use in connection with the picture of a building?"

"Sure; doesn't money talk?"

### A Mean Man.

"Then our engagement is broken?"

"It is. Shall I send back your letters?"

"No. I've improved a lot. I can do much better in writing to the next girl I meet."

### The Petted Calf.

Customer—That veal you sent us was spoiled.

Butcher—Spoiled, ma'am? I can't understand that, unless it came from a calf that was petted too much.

### Nothing Else.

"I met Smithkins the other day and he told me he had something on his mind."

"I can't imagine what it can be. He is almost perfectly bald."

## THE REAL TRUTH OF HOW MR. COLUMBUS DISCOVERED AMERICA.

*(As related by one who almost knows.)*

"History," says the redoubtable Victor Hugo, "is not written with a microscope," and it is mainly for that reason that we have decided to take our trusty fountain-pen in hand in order best to set forth the true history of how Mr. Columbus came to discover America. Not that we have any quarrel with those legions of historians who, springing up like quack-grass in a potato-patch and as hard to eradicate, have hashed and rehashed this subject for the past four hundred years. Nay, nay! Far be it from such! Nevertheless, having a very high regard for the truth, we feel it our bounden duty to state the facts in the case as they appear to our impartial eyes. Since every historian heretofore has erred one way or another due to man's shortcomings, it would certainly be a calamity of the highest order were the only true account of this event (we speak with becoming modesty) to perish from the earth.

Thus having painfully hobbled through our introduction, which is a necessary evil in every story as well as history, we come down now to our real story as gracefully as spiked shoes on a concrete floor.

We hope we shall not be accused of possessing any fond weakness for an ostentatious display of learning if we mention the fact that it was in 1492 that Mr. Columbus first discovered America. We say he first discovered it at that time, because as a matter of fact he is said to have rediscovered it a number of times afterwards. There was a popular song once upon a time one line of which ran something like this:

"And Columbus discovered Ameriky in
fourteen ninety-two,"

which used to be a great aid to the memory; but since this song has sung itself out of fashion, like many other ones, there is no longer any very good excuse, we suppose, why anyone should continue to burden himself with the bit of information therein so aptly enshrined.

It was upon the top of as fine a morning as ever dawned over the land of the Dons, so we've been told, that this Italian gentleman who gave his address as Genoa and Seville, like a true aristocrat with more pride than money, set sail under the Spanish flag from a little town now called Palas, not then on the Spanish map. He has often been accused, very unjustly in our opinion, of having been little more than a mad-man for setting out upon so great an undertaking in absolutely unseaworthy vessels, and for picking out the very widest part of the Atlantic Ocean for his voyage. It is quite true, we admit, that his ships were so small that they would scarcely be considered fit for row-boats for our navy now-a-days but King Ferdinand was too wise a man to send out a perfectly good ship to fall off the edge of the world. As for the route he chose, we think that if anyone will consult the map he will see that Columbus could hardly have chosen any other, since he was due to arrive upon the twelfth of October at Watling Island, or as he called it San Salvador, though everyone knows its real name is Watling Island.

After having successfully passed through the Portuguese submarine blockade zone, then in operation against the ports of Spain to the great detriment of neutral Teutonic shipping, all went well until he reached the middle of the Atlantic when the cabin boy found that the ship's compass had become confused and had lost its bearings and couldn't find the North any better than a common knitting needle. Every sailor took his turn at boxing the compass vigorously, but all to no avail. The plaguey thing only danced about more wildly than ever, pointing in every direction but toward the north, and sometimes pointing in two directions at once. Things looked badly, and everyone was scared. Columbus himself was at as big a loss as the rest, but after volunteering on opinion that the Pole Star might have moved, he stuck his tongue into his cheek; shut one eye; kept shaking his head with a knowing air as long as he thought anyone might be looking at him; and slyly watched his chance to slip away to his cabin, where he locked himself in and sat up into the wee hours of the morning pouring over old scientific treatises and Latin manuscripts. Next morning bright and early he came out on deck again looking as innocent as a broken wire with its insulation intact, and proceeded to give the sailors a long lecture, carefully memorized for the occasion, upon the declination and variation of the needle in their relation to the ecliptic and in their obvious connection with the signs of the Zodiac, and particularly that of Leo. He then proceeded to prove his statements mathematically by means of studied reference to the theorems of Euclid and the fundamental principles of the trigonometric triangles. All of this had the two-fold effect of leaving the sailors more highly mystified than ever, and at the same time of raising their opinion of him to the height of the seventh heaven. "If," they said to one another in awe-struck whispers, "if he knows so much about such a little thing as a compass needle what must he know about such a big thing as the Atlantic Ocean?"

Things went on a little smoother after that; but it wasn't very long before more grumbling and muttering began to be heard. Anything in the shape of a piece of sod, even a painted one, would have been as welcome just then as the flowers in the Spring. Columbus was feeling very blue. One day when in a particularly gloomy mood he kicked an old piece of wood overboard. What was his surprise when a moment later a sailor picked it up as it was floating past and declared it to be a true harbinger of land. The prints of Columbus' hob-nails were plainly to be seen up it, and one knowing old salt who had made several voyages to the East Indies, upon examining these scratches very attentively, solemnly pronounced them to be without doubt the stone-hatchet marks of some South Sea Islander. Joy was boundless.

Well, of course this gave Columbus a new idea; so next day he contrived to throw overboard an old bamboo fishing pole, after having first cut upon it a few strange marks supposed to represent Chinese characters. When this was picked up there arose such a great shout as we suppose was never heard before nor since in all the seven seas. After that he threw over an old branch of holly with some berries on it, which he found while rummaging about among some Christmas presents that the King of Spain was sending to the Grand Khan of Cathay. In this way he kept throwing something or other overboard every day until there was scarcely a loose thing left about the ship excepting the anchors, and they wouldn't float. Everybody's spirits were agreeably kept up.

There is no telling how long this might have gone on if the twelfth of October had not come round at last and put the island of San Salvador (we mean Watling Island) right in their way and so brought the voyage to an end. Since it was still too early in the season for a visit to Palm Beach, there was nothing left to do but attend to business and hurry home with the tidings.

Well, sir, the news spread over Europe with the most astounding rapidity. Within a month's time the new Guttenberg press just installed at Seville came out with a two-page extra with scare lines in red ink a foot high shrieking to the world:

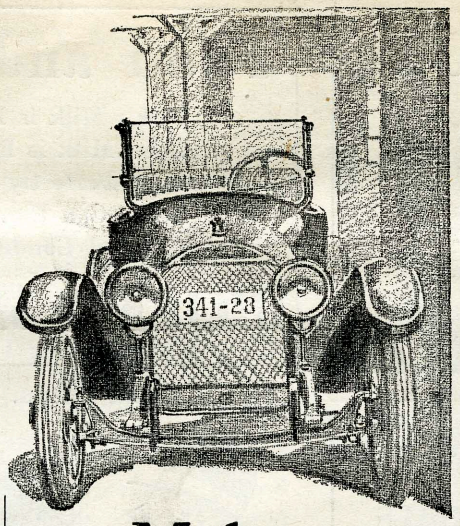
## CHINA DISCOVERED.

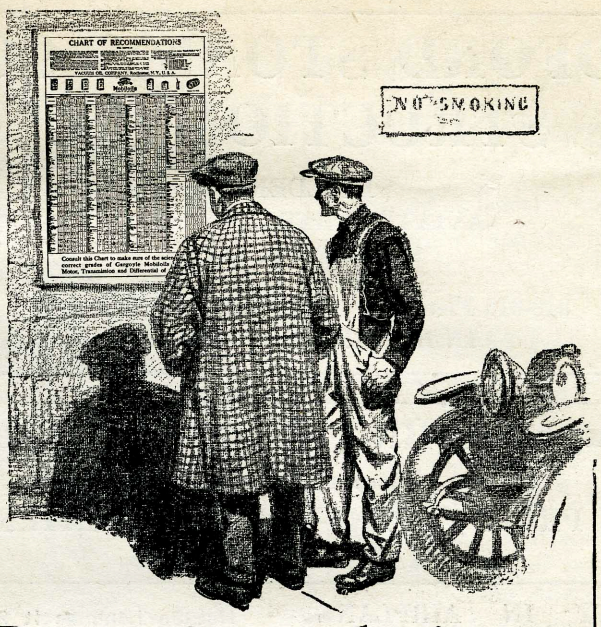
## MR. COLUMBUS PROVES THAT THE EAST IS IN THE WEST.

Thus do we come now, gentle readers, to that part of our story which is generally considered in many stories by many readers to be the best, namely, the end. Of course, we might go on and write volumes upon this subject and give you the life history of each and every one of Mr. Columbus' relatives and near relations and tell you how his Aunt Saphrona foretold his future of greatness upon the day when first he showed symptims of wiggling his ears, or how his granddad on his mother's side shaped out a glorious career for him the day when he first pulled off that old egg trick. Suffice it to say, however, that enough is suitable for one time, and besides there are three reasons why this history is no longer than it is. First, we can't think of anything more to write at present. Secondly, we haven't time to write more if we could think of more. Thirdly, we haven't the space to print more—even if we had time to write more even if we could think of more.

And so, like a fond parent, we end our story with a little moral, and here it is: If Mr. Columbus hadn't discovered America, where would we all be today? Guess that's something to think about, isn't it?

And here's another thing to think about: Old boy Christopher only discovered America, but the Wright Brothers discovered the air! What?

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# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Oct. 26, 1918 | Number 5

## SIX DE HAVILAND PLANES FLY FROM DAYTON

Six DeHaviland planes landed at the Speedway field Saturday, piloted by seven officers from Dayton on a trial trip before shipment to France. About noon Monday Lieut. Charles Miller led the squadrilla over Indianapolis on the return trip to Dayton, Ohio. Lieuts. A. W. Shields, L. C. Thynnes, B. R. Bradley, R. R. Bunting, C. D. Gallagher, Joseph Semmes and D. M. Nash were the other pilots with the planes.

At 11 o'clock Lieut. W. D. Bancker, Jr., son of W. D. Bancker, of 17 West 34th street, Indianapolis, started the eastern leg of a cross-country flight from Ellington Field, Houston, Texas, to Washington. His companions, Lieuts. Cone and Lee, spent Sunday at their respective homes in Toledo, and Delaware, Ohio. They will join Lieut. Bancker at Dayton, Ohio. Lieut. Bancker's plane is equipped with flares for night flying. The flare assists the aviator in picking landing places at night.

Several Curtis planes from Rantoul, Ill., and Dayton, Ohio, landed at the field Monday.

The Indianapolis *Star* reported in the Tuesday morning edition that many Indianapolis citizens were suffering from stiff necks as a result of the aerial show given by these flyers Monday in passing over the city.

## COL. ROBINS FLIES TO CHANUTE FIELD

Lieut. Col. A. W. Robins, commanding the northern aviation division, started early Monday morning for Chanute Field, Rantoul, Ill.

## 810 SUBSCRIBES HEAVILY FOR BONDS

Of the total of $10,500 bonds subscribed to the Fourth Liberty Loan by the men at this Post, the 810th Aero Squadron subscribed $4,100. The subscriptions among the enlisted men are divided as follows:

| | |
|---|---|
| Squadron 809 | $ 2,100.00 |
| Squadron 810 | 4,100.00 |
| Squadron 811 | 2,600.00 |
| Squadron 821 | 1,500.00 |
| Q. M. C. | 200.00 |
| Total | $10,500.00 |

These subscriptions include only the amounts subscribed through the army payment plans. The officers of the Post have subscribed for large amounts through other channels which, if included would swell the total for this Post to a much larger amount.

For the number of men on this Post this is a very creditable showing, and is a matter of gratification to the local Liberty Loan Committee as well as to the Commanding Officer of this Post.

## EXAMINATION PAPERS ARE ALL GRADED

The papers in the technical subjects of the M. S. E. and First Class Sergeants' examination have all been graded. Examinations in the two remaining subjects "Ability to Command Men," and "Character of a Soldier" are being completed in the various squadrons.

The examining board, composed of Captain Laughlin, Captain Mahan and Lieutenant Goodrich, is working very hard to complete the results so that warrants may be sent to Washington for approval as soon as posssible.

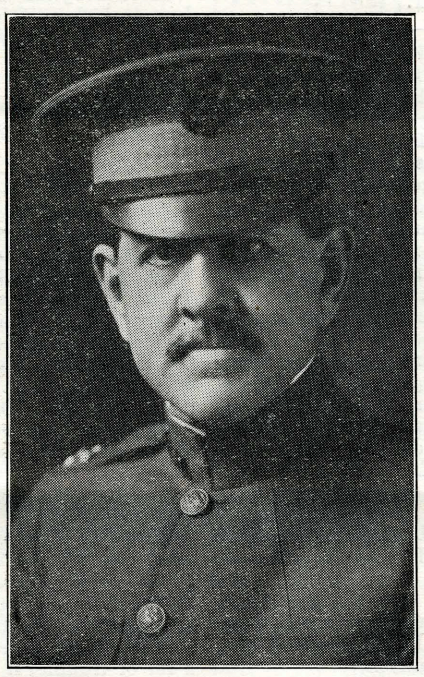
Over two hundred men took the examination.

## CAPTAIN LAUGHLIN IN WASHINGTON

Captain Laughlin is in Washington this week attending a conference held by the Director of Military Aeronautics to consider the advisability of establishing a school for Engineering Officers

## OUR SQUADRON COMMANDERS

### CAPTAIN CLAYTON E. EMIG, C. O. of 810



Captain Clayton E. Emig tendered his services to the War Department on August 31, 1917. On the same day he was ordered to be commissioned, placed on active duty, and directed to report to the Commanding Officer at Fort Wood, New York harbor. On November 6, 1917, he reported for duty at Harrisburg, Pa., as assistant to the Commanding Officer of the Aviation General Supply Depot. On December 12, 1917, he was transferred to the U. S. Aviation Schools at Kelly Field No. 2, Texas, as Supply Officer. On January 31, 1918, Captain Emig was assigned as Commanding Officer of the 810th Aero Squadron and ordered to immediately entrain his command for Speedway, Indianapolis, Indiana. Major Guy L. Gearhart, under whose supervision the Post was constructed, was temporarily in Washington. He directed Captain Emig to assume command of the new Post which consisted of the 810th Squadron, the Quartermaster Corps, the Medical Corps, and Officers, contractors, and civilians in charge of construction aggregating a thousand men. To Captain Emig and his efficient assistants, Lieut. Hamman and Lieut. Snee are due the organiaztion and guarding of the Post until the arrival of Major Gearhart in March, 1918.

In civil life Captain Emig resided in the city of Washington where he was engaged in the practice of law since 1893. His daughters were among the first in Washington to respond to the call of the Navy Department for Yeowomen in 1917, and are assigned to the U. S. Steamship *Triton*, though on temporary duty in the office of the Paymaster General, in Washington.

## SUB-COMMITTEE OF ENLISTED MEN FOR POST EXCHANGE

In compliance with Special Post Exchange Regulations No. 59, War Department 1917, the following named men are detailed as a sub-committee of non-commissioned officers for the Post Exchange: Sergeants Carl S. Cooper, Robert W. McFarland, Ray R. Swigert, Clyde Hall, Earl H. Gerke.

This committee was convoked October 21, 1918, at 9 o'clock at the Post Exchange. It is the duty of the committee to submit to the Post Exchange, orally or in writing, its views in respect to the immediate operations of the Exchange and recommend any changes that may be desired by the enlisted men.

At the meeting Monday the committee recommended that the lunch counter be extended to the north wall, which suggestion was approved by the Post Exchange Council. Also it was decided to have the canteen closed in the afternoons from 1:30 to 5:00 o'clock, except on Saturdays and Sundays. The canteen will be open from 5:00 p. m. until 9 p. m.

## NEW LIEUTENANT IS ASSIGNED TO SPEEDWAY

Master Signal Electrician Gerald Edgar Ballard, air service (aeronautics) has been made a second lieutenant and has arrived at Indianapolis for duty with the ...ion repair depot, Speedway.

## LECTURE ON ORGANIZATION OF U. S. ARMY

Lieutenant Goodrich will give a lecture on the Organization of the United States Army some night next week, to officers and enlisted men of this Post. The date and place will be announced later. During the recent examination, Lieutenant Goodrich gave talks at the mess halls to the men who were taking the examination, and the clear and interesting manner in which he presented his subjects was noted by the men, and the announcement of a lecture on the above topic will no doubt draw a large attendance. The subject is a big one, but the lieutenant's remarks will be to the point and will not take a great amount of time.

## AIRPLANES IN FORMATION AT KELLY FIELD

One of the largest aircraft battle formation exhibitions in the history of Kelly Field was witnessed by several hundred spectators Tuesday, Oct. 15, when sixty-three airplanes, in three squadrons of twenty-one ships each, took to the air at the same time. After the three squadrons had achieved the V-shaped battle formation, they maneuvered for altitude until they were flying in strata about 200 feet apart, the second and third formations directly above the first. Official motion pictures were taken of the exhibition by air photographers.

## RATING GIVES EFFICIENCY FLAG TO 821st

After the 811th Squadron had waved the efficiency flag for two consecutive weeks, the 821st Squadron won the honor, Saturday, October 19. The men of that Squadron marched in a body immediately after mess on Saturday evening to the barracks of 811, took possession of the banner, and moved in a triumphal procession around the Post, and returned marching in review with the efficiency flag waving proudly at the head of the column.

The trophy was promptly planted in front of the 821 Squadron barracks.

The rating of the respective squadrons for the week ending Oct. 19, was as follows:

| | |
|---|---|
| 821st Squadron | 98% |
| 811th Squadron | 97% |
| 809th Squadron | 94% |
| 810th Squadron | 88% |

This rating shows the two highest grades with a difference of only one per cent. It would not be surprising to hear of the squadrons burning the midnight oil to make sure of being able to win the coveted honor flag at the next inspection.

## ELLINGTON AIR PILOT COMPLETES 4000-MILE FLIGHT

Lieutenant John E. Davis, one of Ellington's most valiant pilots, flew his Curtis H from Ellington to Mount Clemens, Michigan, and return, a distance of 4,000 miles, in the actual flying time of 62 hours. This is thought to be the world's record in long distance flying.

The flight was made in the interest of the Fourth Liberty Loan campaign, and most of the flying was done in the daylight, the various flying fields on the route serving as relay stations, where gasoline and oil were taken. An average speed of sixty-five miles an hour was maintained throughout the journey, subjecting the powerful Hispano-Suiza motor to a terrific strain. Lieutenant Davis reports that in spite of this terrific strain he was not forced to lose a minute by engine trouble.

## SPEEDWAY SOLDIERS SUCCESSFULLY FIGHT FIRE

Every man on the Post was rudely awakened from slumber Monday morning at 1:00, when the fire alarm was sounded. The men quickly donned their uniforms and took their posts with their respective squadrons or at the various buildings and fire stations to await orders. It was immediately discovered that the fire was not on the Post but over near the interurban station. Squadron 809 and part of 821 were allowed to go out with the fire-fighting equipment, but were too late to save the Speedway restaurant which burned to the ground. Two strings of hose were connected up with a fire plug near the drug store and the water turned on. The fire was extinguished in a short time.

Although the little wooden restaurant shack could not be saved as the fire had already gotten too great headway, the arrival of the Speedway fire equipment, combined with the Prest-o-lite fire fighting force, undoubtedly saved the adjacent fences and grandstands of the Speedway motor track, which were in danger of catching fire, as the flames were blowing directly toward them.

This was the first actual fire-fighting experience of the fire squads of this Post, and the boys did creditable work.

## TWO OFFICERS GO TO MONTGOMERY

Captain Lord and Lieutenant Sherwood leave Saturday for the Aviation Repair Depot at Montgomery, Alabama, where they will be stationed.

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# SQUADRON NOTES

## 809.

Society Item. Frederick Chitwood and Joseph Wingert, society leaders, will give a dinner dance at the Baltimore Hotel in New York City, before going abroad.

High Privates Husted and Tucker are still debating whether or not they shall wear their chevrons. This proves that they are not a bit stuck up.

James V. Long, fuselage accountant, has decided that he is humorous and a regular Mark Twain. He even admits it.

Capt. Mahan has discovered lately that the mere mention of Alabama will throw the squadron into a regular panic. Another thing that he has discovered is that he has the double of John Perry Teeple in the personnel of 809.

Did you ever ponder seriously over the fact that no one ever reports on sick call on Sunday mornings. "There's a reason."

Sergt. Floyd Crooks has Barber Evans apply mange cure every time he gets into the chair to the awning over his dining room door, otherwise called a "mustache."

Milton G. Craig has no use at all for the navy. Good reason. A bluejacket stole his little girl.

Mess Sergeant Cooper is afraid that the girl back home will see his name mentioned in connection with some Indianapolis girl in the *Dope* columns, but we will never let her know that he has five or six "steadies" in the city.

Sergt. Devoghel now tells "them" over the 'phone that he is doing clerical work in the kitchen.

Quigley says that a person can ride fom Kansas City to New Orleans on a meal ticket. He knows because he has tried it. All wrong, Comstock. The man from K. C. paid his fare to New Orleans to finish eating up the 85c he had left on the ticket.

No Helen, the *Speedway Dope* is not printed in the Dope House.

Cozart: "You say you love her?"

Crump: "Love her, my dear sir! Why, I would die for her. For one soft glance from her lovely eyes I would throw myself from yonder cliff and perish. Especially if a shotgun should appear.

## 810.

Sergt.-Maj. R. W. McFarland and Private Walsh have returned from Chicago, where they have been taking an examination for their entrance to the flying school.

Private Saul Blaustein has gone to his home in New York on furlough. His brother, who was in the service at Fort Slocum, died.

M. S. E. Grosbeck spent Monday and Tuesday of this week in Crawfordsville "repairing" a plane.

It is with pleasure that we men of 810 make a few facts known about our squadron. We ask not for praise and honor for we feel that we are only doing our duty. We do not mean to boast yet we want people to know that we are not doing our bit but our best. The facts are, we are now in second place with regards to inspection, we have wasted less food than any squadron on the field, last and most honorable of all we more than doubled the amount of any other squadron on the field in their subscriptions for the Fourth Liberty loan.

M. S. E. "Red" Kennedy, who is a detective of international reputation, after many sleepless nights and laborious days, has discovered the cause of "Alabama Slim" Carter's call home. It seems from the evidence found that Slim and his fellow clansmen have been running a moon-shine still in a certain wild of Alabama. One day at the "Zero" hour a band of church men and U. S. Marshals went down into the deep ravine and captured all of "Slim's" fellow clansmen. Well, Slim went down to seek revenge for the capture of his clansmen and the destruction of his enterprise. The distillery was famous for its "White Light-ening Corn."

A number of men of the Squadron took the examination for Sergeant first-class and Master Signal Electrician.

WANTED TO KNOW—Why "Grandma" McCreary gets up so early in the morning.

Could someone tell us why Corporal Zuck enjoys calisthenics so much?

Segt. Carl E. Hawkins and Corp. Helmcamp have discovered the cause of the peculiar noises around 810 in the wee small hours Monday. It was a roll-call of all the rodents and vermin refugees from Pat's place.

We recommend that a committee be appointed to awaken Corp. Frosch in time for reveille.

Private McGuire is serving as K. P. for the Engine Repair. He expects a "rating" at once.

Private H. A. Finley, ex-member of the police force, has opened an office in the Small Parts Department. He expects to go to work soon.

## 811.

Fatty Kennard had quite an accident the other morning. Someone pulled him out of bed at fire call. The siren blowing and the sky being illuminated a deep red, scared him so badly that the first thing he grabbed was Slim Carr's trousers. He could not get either way until help arrived. He did not mind getting up, as it afforded him an opportunity to have a smoke, but he sure hated to see the "dirty spoon" disappear in flames. (Editor's Note:—"Dirty Spoon" is what the boys called the restaurant that burned down.)

The cooks on Saturday morning have quite a time awakening the K. P.'s. After many trips and much skinning of shins in the dark, one finally arrived in the kitchen. He said he did not mind working, but he hated to be awakened in the middle of the night to be given something to eat.

The boys of 821 had quite a celebration when the efficiency flag was transferred to them last week. You would have thought the war was over or that some great event was taking place when they marched down on 811 and removed the flag to their own grounds.

Philip McMillen left Saturday for Omaha, Neb., on a ten-day furlough. His sister is seriously ill.

It has been reported that Sergeant Segestrom was seen with a very pretty young lady the other night. We doubt the truth of the report very much, but should any one be able to confirm this scandal it would be appreciated very much by a few anxious boys of 811.

While on K. P. duty last Sunday, Tolan and Johnson were discussing the possibilities of work after the war. Tolan suggested that Johnson go to Washington and hop bells. He thinks that is the only way to attain his ambition to become a hotel manager. Johnson says he has done enough K. P. since he entered the army.

Our flying K. P. returned from Chicago a few days ago. He said we should be proud to have one man in the kitchen. Fatty Kennard contends that he can make him fly over his shoulder at the least provocation. We are for you, Haines, and would be glad to see you go to the ground school at the first opportunity.

Sergeant Dukelow, trouble shooter from the Dayton Flying Field, flew over to the Speedway a few days ago in one of the big De Haviland planes from Dayton. "Duke" likes his job as flying mechanic. He was formerly of the 311 Squadron and his friends at this Post were glad to have him visit them.

## 821.

Everyone is certainly glad to see our old friend, Corporal Thomas, back on his feet again.

It's tough luck when a man can't go to the only fire that's ever been seen in these parts since the war began and get away with it without losing a leg. Anyway Whitehead thinks so.

Derleth, the fire-eater, was also on the job Sunday night, and, but for the timely intervention of Stoner, would have come within an ace of singeing his eyebrows.

Who was the rookie from 810 who started for the gate Sunday night carrying his bunk?

Say, Jawn, what's M. S. E. Rowe's full name?

Why, "S. E." stand for Samuel Edward, but I'll be darned if I know what the "M." is for.

If anybody is looking around to unload some outlandish latrine story, try McLain. He's the finest audience ever.

Monday evening, Lieut. Snee conducted an examination in military science for all those desiring to enter the Officers' Training Camp. A number of men took advantage of this opportunity.

Roy Taylor, who has been working in the Dope House for about eight months, has been transferred to the Fabric Department. He was not one bit displeased with the change.

Steam Fitter Hayes has fixed up a piece of iron pipe in front of the Maintenance Office for the Efficiency Flag. The Maintenance Department has white-washed all their buildings and washed the windows, and do not doubt but that they will get the banner on Saturday.

Sergeant Thomas H. Martin was transferred to this Post from Ft. Sill Flying Field, Monday, and has been attached to the 821st Squadron. He is a woodworker.

We were all glad to see Earl W. Laughlin back from the Ft. Ben Hospital. He was the first one from this Post to take the influenza. He returned Thursday noon, still a little weak but he says you can't keep an Irishman down.

Mess Sergeant Sidney Scott returned last week from a ten day furlough spent in Sapulpa, Missouri. He is right on the cooks now to make the best meals possible out of the ration allowance. Scottie didn't waste any time while he was away as he came back a married man.

## AERO SUPPLY.

Corp. Salmon wants to know if we have to get up and stand reveille when it gets cold. Wonder if he was at Kelly Field?

Sergt. Myers, since being stationed at the Speedway, has made some very good friends among the Aviators. Just the other day he wrote to a friend at Dayton named "Wilber Write."

Shrewsbury stepped out again last night and is now suffering from a broken rib. Seems like he would be old enough to know that you can not hold a girl so tight.

Maybe it is because he has to sleep in camp, or maybe it was the heat, that caused Sergt. Myers to inform the garage that he had received some "aeroplane motor parts" for the Hudson automobile.

Noah would have saved future soldiers a lot of trouble, if he had swatted those two cooties when they marched up the gang plank of the ark.

The boys at the Aero Supply have started a campaign to raise funds to buy Corp. "Unk" Newton a hair-cut. All contributions will be gratefully received.

Sergt. Whitaker may find some green paint on his foot the next time he takes a bath; being so long that he has to sleep with his feet hanging over the end of the cot is a great disadvantage to "Whit."

We extend our sympathy to Sergt. Fishbein, who has been away a few days on account of the death of his sister.

## QUARTERMASTER DETACHMENT

The boys of the Q. M. C. wish to express their appreciation and thanks to our "War Mother" for the fine things she has sent us during the quarantine.

Sergt. Jim Fallon has returned from his furlough and he says that he is glad to be back again with the boys at Speedway.

"Cyclone" John of the Post Exchange, says "that we blow in like a cyclone for a sandwich." Do you blame us? The bugler can't wake them up for reveille.

We have booked another basketball game with the Aero Supply for Sunday, Oct. 27th at 3 p. m. The lineup is as follows: Fallon, Price, Fisher, Gearke, Smith, Freedman and Oldham.

Our Detachment Commander, Lieutenant A. L. Capelle, has received his new Dodge touring car.

Ashes to ashes, dust to dust,
If it wasn't for the Q. M.
The Post Exchange would bust.

One of the recruits coming through the other day wanted to know whether we issue handkerchiefs and umbrellas.

You can always tell a soldier by his posture and his walk.
You can always tell a sergeant by the way he likes to talk.
You can always tell a cook by the weight he seems to gain,
And you can always tell a "rookie" when he gazes at a plane.

The Germans have an Iron Cross.
The English have a Victoria Cross.

And the Germans want to know how the h—— the Americans got across!—*Exchange.*

## HEADQUARTERS.

Orderly and Postmaster Pauls has been on the jump the last few days between flying and getting his hair cut. His hair was so long that he had to have it cut on the installment plan as a measure of precaution against sudden exposure. It is rumored that he sold the hair at a good price and made some money on the deal. No man with hair three inches long can go overseas or the cooties will get him!

Favorite Pastime at Headquarters

Telegraph Operator Katzenberger has saved a dollar. He's keeping rather quiet about it, though, until the Liberty Loan Drive is all over. It was on the square that he saved this cart wheel—hasn't been to a show, bought out Pat's place or anything. He says the quarantine did it. If the lid stays on until after pay day he will have a fortune.

Somebody remarked that Gorman's hair

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was coming out. Close observation reveals the fact that a few hairs are coming out on his upper lip.

Thorburn, in the multigraph room, was pleased with his daily letter from his Chicago friend yesterday as she said she would be out to visit him next week. Won't she be surprised when she learns her "Aviator Joe" has always had one foot on the ground?

## MEDICAL.

Lieutenant Nelson, acting nutrition officer on temporary duty at this depot, left the Post this week to report at Mineola, L. I. Our best wishes go with him, and also, our appreciation of the good work he has done during his short stay with us.

The boys are going to miss Sergeant Shell when he goes to Alabama. All we'll hear will be "Count fours" and "Front."

Keller said he doesn't want Leedom to take him out in the White Lights any more. (High heels are too expensive.)

Sergeant Stark is wondering who is sending him all his mail. He seems to forget how often he used to throw his address out the window while riding from Indianapolis to Plano, Texas, during his furlough last month.

Dice was "up" the other day. It's a shame the altimeter registers only up to 15,000 feet, for each time Dice tells about the trip he gets another thousand feet nearer the altitude record.

Leedom is to marry a woman with a wooden leg, so that when he goes to work he can hide the wooden leg and be sure she doesn't go out.

McBroom is busy calling the 'phone numbers Mack gave him the other day.

We're wondering what Strobel thinks of Minder who called on his (Strobel's) girl when he was on emergency duty.

## SHOP NOTES.

One of the best steps toward higher efficiency in the machine shops has been a change in the tool checking system. Tool boxes are now provided for each man, and the boxes containing all the necessary tools are handed into the tool room every Saturday afternoon. They are drawn out again the following Monday. This eliminates the unnecessary waste of time formerly required to recheck each individual tool, every week. We are plugging for short cuts of this kind.

"Papa Daddy" was absent last Saturday. He was on a mysterious crusade—we know no more.

Sergeant Wall expects soon to have an efficiency flag waving over his machine. Here's wishing him luck.

"Wrench, wrench, wrench, who's got the wrench?" is a popular game played among the lathe operators.

A few cannon-like reports, flying drip pans, tools, etc., twisted machinery and excitement galore—an air raid you say? No, that is just Sergeant Martin experimenting at lapping crank shafts. Yes, he is that pretty boy who tortures one of the large lathes. The high forehead is evidence of deep thought on such subjects as, "Why does the sun shine?" and "Who smeared white lead on the hand wheels?"

Sergeant Shaw's managerie left this week after a long run. Worries concerning the rapid strides of prohibition so affected the owner of the outfit that he was unfit for duty last Monday.

We can't sew or knit, but we can at least chase threads, so why worry.

Where was the sporting editor last Sunday night?

Sergt. Backs expects his commission to arrive every day.

Speaking of color schemes, the sub-assembly is mostly red and rosey.

Abe Martin, 809, has been promoted from peeling spuds to twisting wires in the sub-assembly.

## AMERICAN AVIATORS DOWN GERMANS

The War Department authorizes the following:

"Fourteen enemy airplanes and three enemy balloons were brought down by American aviators with the British forces in the period from August 25th to September 8th," according to a summary of British Royal Air Force communiques just received here.

"First Lieut. H. R. Clay brought down an enemy airplane which was attacking an S. E. 5, and then attacked another which was fighting one of his own patrol and brought it down. He was then set on by three enemy airplanes and after fighting for three minutes First Lieut. C. Bissell of the same squadron, came to his assistance and shot down two of the hostile machines and drove another down out of control."

## SICK SOLDIERS ARE TREATED TO SWEETS

(From Kelly Field *Eagle*.)

The call from the Red Cross workers and physicians at the camps where influenza has developed to serious proportions, has met with liberal response on the part of San Antonio citizens. Hundreds of individuals and charitable societies have contributed jelly, fruit, ice cream and other delicacies for the recuperating patients.

## FIVE MILES UP IN THE AIR.

Capt. R. W. Schroeder, Air Service, U. S. A., whose altitude record of 28,900 feet made over Dayton, Ohio, on September 18, was recently officially confirmed, has filed a report of this climb with Major Gen. William L. Kenly, Director of Military Aeronautics. Captain Schroeder's report, which was made public on October 10, reads:

"In order to take an airplane to a higher altitude than any other pilot in the world, I found that it would require more than one or two attempts. I made three attempts. The first one took me 24,000 feet, the second to 27,000 feet and the last one to 28,900 feet, but now I feel certain that I can get to 30,000 feet. . . . The cold thin air is one's greatest adversary. First of all, one must make a study of the performance of his motor at these high altitudes. . . . I took off at 1:45 p. m., Wednesday, September 18, 1918, and made a steady circular climb, passing through clouds at 8,000 feet, 12,000 feet and 16,000 feet. At 20,000 feet, while still climbing in large circles, my goggles became frosted, making it very difficult for me to watch my instruments. When I reached 25,000 feet I noticed the sun growing very dim, I could hardly hear my motor run, and I felt very hungry. The trend of my thought was that it must be getting late, that evening must be coming on, but I was still climbing so thought I might as well stick to it a little longer, for I knew I could reach my ceiling pretty soon, then I should go down and even though it were dark, I could land all right, for I made night landings many times before, so I went to talking to myself and this I felt was a good sign to begin taking the oxygen, and I did. I was then over 25,000 feet and as soon as I started to inhale the oxygen, the sun grew bright again, my motor began to exhaust so loud that it seemed something must be wrong with it. I was no longer hungry and the day seemed to be a most beautiful one. I felt like singing with sheer joy as I gazed about through the small portion of my goggles which had no frost, due to a drop of oil which had splashed on them from the motor.

"It was wonderful to see the very clear blue sky with the clouds thousands of feet below. The frost on my goggles bothered me very much. At times I had to remove my gloves in order to put the warm palm of my hand on the glass to thaw the frost. I did this about every ten minutes so that I could take the proper readings of the instruments, which I marked down on my data pad. I believe that if my goggles had been better ventilated, they would not have frosted. When I was about 27,000 feet, I had to remove my goggles, as I was unable to keep a steady climb. My hands, by this time, were numb and worried me considerably. The cold, raw air made my eyes water and I was compelled to fly with my head well down inside the cockpit. I kept at it until my oxygen gave out and at that point I noticed my aneroid indicated very nearly 29,000 feet. The thermometer showed thirty-two degrees below zero, centigrade (about twenty-six degrees below zero, Fahrenheit), and the revolutions per minute had dropped from 1,600 to 1,560. This is considered very good. But the lack of oxygen was affecting me. I was beginning to get cross, and I could not understand why I was only 29,000 feet, after climbing for so long a time. I remembered that the horizon seemed to be very much out of place, but I felt that I was flying correctly and that I was right and the horizon was wrong.

"About this time the motor quit. I was out of gasoline, so I descended in a large spiral. When I descended to about 20,000 feet, I began to feel much better and realized that the lack of oxygen had affected me. I passed down through the clouds at 16,000 feet and as I remember, it was snowing from these coulds upon the next layer, some 4,000 feet below. I am not positive of this, as I may have been affected by the lack of oxygen. I noticed as I descended that the air seemed to be very thick and stuffy, but very nice and warm. I did not see the ground from the time I went up through the clouds above Dayton, Ohio, until I came down through them again at 4,000 feet above Canton, Ohio, over 200 miles from where I started. I was lost, beyond a doubt, with a dead engine over very rough country. I landed O. K. and broke the tip of my propeller, which was standing vertical, when I rolled into a depression in the ground. However, I did not nose over or do any other damage to the plane or myself. I flew back to Dayton with a new propeller."

## MECHANICS MUST FLY AT LEAST ONCE A WEEK

The War Department authorizes the following:

Believing that unusual vigilance will be exercised where personal safety is involved, the commanding officer of the flying school at Fort Sill, Oklahoma, recently issued an order requiring that members of the crews in charge of the airplanes go up in the air at least once a week.

The same order has been extended to the repair department of the field, with the result that on completion of repairs of any nature made on a ship, the chief of mechanicians responsible for the work is required to make the initial trip with the pilot trying out the machine.

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# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rate write C. C. Castetter, Business Manager, 811 Aero Squadron, Speedway.

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The splendid morale of American fighting forces has been the amazement of European commanders. No small factor in victories won is the fact that they have always been fit to fight.

The young lady across the way says Germany is very much mistaken if she thinks we're going to let her sue for peace, as we certainly aren't going to permit an important matter like this to drag through the courts.—*Chicago Daily News.*

## SOLDIERS BUYING BONDS

For the soldier to buy bonds means more than the average person realizes. They must pay for these bonds out of $30 per month. Of necessity most of the bonds are purchased by the soldiers of the Speedway on the five dollar a month plan. With most of them paying on $10,000 insurance, many of them with allotments to come out of their pay each month, the extra five for Liberty Bonds means much to them.

## ARTICLES WANTED FOR THE SPEEDWAY DOPE

Officers and enlisted men are invited to submit brief, snappy, appropriate articles or cartoons for the *Speedway Dope.* Camp newspapers have been established in nearly every army camp and post for the purpose of giving the soldiers an opportunity to express their views and present their side of army life. This paper has been a success from the start simply because there has been nothing forced about the work, nothing in any way compulsory. When a man has a hunch for a story or a cartoon, he writes it or draws it, and if it meets with approval it appears in print. Every story and article is a voluntary contribution by someone anxious to make the *Speedway Dope* a little better paper than any other in the United States. If you have something that you think would be a good article for our little paper, do not hesitate to submit it at once. Above everything else we want this paper to be interesting and one that will be read by the men of this Post as well as their friends and families at home.

## LEST WE FORGET.

"I was with my battalion in the trenches at Willebroeck, the first line of the fortifications of Antwerp, about the 25th of September," a Belgian soldier testified. "The Thirty-fifth regiment of the line (I tore off the epaulettes of one of the officers who was killed and I saw the number of the regiment) advanced against us over some flat land, in line, about a yard separating each man, crawling on hands and knees. I saw distinctly from a distance of 200 yards that there were some women and children in front of the first line. I noticed particularly in all four children one woman and one old man in civilian middle class dress. They were walking upright, each of them in front of a German soldier and between the Germans and us. The woman refused to advance. She turned around and I saw the German who was creeping behind her give her two thrusts with the bayonet upwards. At the second thrust she fell. We could hear her cries. We did not fire upon the woman or the children, but we kept our fire upon the soldiers who were not covered by them. One of the children, who seemed about 4 or 5 years old, ran toward the woman when she fell, and the soldier behind shot him, placing the muzzle of his rifle upon the child's temple, and half the head was blown away before my eyes. Our regiment left the trenches and attacked with the bayonet and drove the Germans back."—*Indianapolis News.*

## BUYING FARM PRODUCTS DIRECT

The first of the reports received by the Information Branch on the work of the newly organized central buying committees in the various fields and camps came in this week from Post Field, Fort Sill, Oklahoma. It shows a saving of $230 on one truckload of fowls and garden truck made on the purchase of one truckload. In an effort to systematize and organize in buying foodstuffs for the combined messes, the writer of the report said that the farmers of the surrounding territory were visited, told the object of the visit and the fresh products purchased outright kept the messes supplied during the coming week. It is now the plan at this field to send out a truck every Friday afternoon. Some idea of the actual saving effected can be gained from the following comparative prices: Eggs were bought for 35 cents a dozen. Current prices in the local markets on the same day were 45 and 50 cents. Chickens were bought for 20 cents a pound, at a saving of 11 cents per pound. Six hundred pounds were brought into the post. Sweet potatoes, usually selling at two pounds for 25 cents, were bought for 7 cents a pound. Roasting ears bought at 35 cents a dozen were quoted in the wholesale houses at 90 cents. Tomatoes and watermelons were bought at a saving of approximately 100 per cent. To facilitate the collecting of supplies, it is planned to establish a central point to which the farmers can bring their produce, at which station the Post Field truck will make its collection.

## AIRMEN MAKE MANY LONG FLIGHTS.

The War Department authorizes the following:

Airmen of the Army are flying thousands of miles from field to field, from the Atlantic to the Mississippi, through the Southwest and to the Coast. Little is heard or seen of them even by the inhabitants of the country over which they pass. This cross country work of these unknown flyers will some day make an interesting chapter in the history of aviation in this country. The following entries in the log of one airman who flew 1,700 miles from Scott Field, Belleville, Illinois, to Kelly Field near San Antonio, Texas, gives a good idea of the work done in developing the school of the flyer in America.

Captain F. N. Bartlett was the airman in this flight. He covered the 341 miles between Belleville and Clark Field, Memphis, Tennessee, in three hours and five minutes at an average speed of 110 miles an hour favored by a stiff wind from the Great Lakes and at an altitude of between 7000 and 9000 feet. On the second leg of the trip between Memphis, Tennessee, and Payne Field, West Point, Mississippi, wishing to stop for lunch he descended and was close to the ground over an abandoned race track when he suddenly found the air so thin that he knew he could not get off the ground once he landed. He had difficulty in getting back to the upper air currents again but by following a flock of birds which flew in an ascending circle, he secured enough altitude to

## FLYING 143 MILES AN HOUR

Flying from McCook Field, Dayton, Ohio, to Bolling Field, Anacosta, D. C., with no stops, a DeHaviland 9 plane, equipped with Liberty engine, made the distance from field to field in three hours and five minutes. Taking the time of actual flight from a point over the city of Dayton to a point over Washington, the time was two hours and fifty minutes, or approximately 143 miles an hour. The distance between these two cities is estimated at 430 miles and it takes the fastest train on the Pennsylvania Railroad from 4:50 in the afternoon to 9:00 o'clock in the morning on the next day to make this distance.

Caleb Bragg, civilian pilot, who flew the plane, is attached to the Engineering Department of the Bureau of Aircraft Production. He carried as passenger an engineer officer. The pilot traveled by compass at a high altitude and reported that he had no difficulty in holding his course the entire distance. He also stated that the atmosphere was clear and that he had the advantage of a favorable wind.

ONE OF OUR SHARPSHOOTERS

## BALLOON WIRELESS.

Reports received at the Division of Military Aeronautics from Balloon Training Fields in various parts of the country, show several unusual messages received by the wireless crews, indicating increasing efficiency both in the work of the students and the equipment. The wireless station at Arcadia, California, by using for an aerial the cable of a balloon put aloft from the training field, has intercepted messages sent by the Brooklyn (N. Y.) Navy Yard. This balloon cable probably makes the highest aerial in the world.

This particular school has 106 miles of wire in use for teaching military communication. For the purpose of demonstration it has a complete system of wiring strung as it would be in the front line trenches. Communication posts and stations for all kinds of messages are used by the students the same as soldiers use them at the front.

A good part of the country southeast and southwest of Arcadia is laid out with lines of communication to this balloon school, similar to part of a sector at the front. All of the balloons, when aloft, are so wired that they can be linked together with any trench, doubled up for any work together, or they can be cut off from the trenches and talk only with their own chart room and winch or operating crew on the ground below.

## MERELY AN IDLE THOUGHT

(From the Taylor Field *Propeller.*)

Soldiers are on the whole possibly contradictory beings. Lost in the routine of a day's or week's work, enjoying a minute's respite around a bunk or at the "Y" with five or six bunkies to complete the circle, WHAT hardships they picture themselves enduring. How sad the mess, how hard the beds, how humiliating K. P., how rotten the weather compared with home, how stern the officers and non-coms. What rosy pictures are painted of the return to civil life when the weekly pay check will contain a month or two's army pay, when you can quit your job if you don't like it or the boss, when you can go to shows and sleep mornings and call on your girl and—OH BOY.

But what a unanimous howl went up from these same kindred spirits early in the week when for a minute there seemed a chance of their getting out of the army without the Kaiser having hell licked out of him.


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* * *

¶ A LUNCH COUNTER HAS BEEN RECENTLY ADDED, SERVING SANDWICHES, PIE, COFFEE, COCOA AND MILK.

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## TAIL SPINS

### KITCHEN POLICE.

Sitting here in the kitchen peeling a bucket of spuds,
Wearing a dirty apron to cover my khaki duds,
A hundred thousand in the bank, "Society man"—that's me;
Just because I was late at roll call they gave me a week's K. P.

The mess sergeant's a slaver, he gives a man no rest,
The first cook is a villain, but I have the second best,
Oh, sure boys, I enlisted to march away to war,
But they've got me here in the kitchen doing the company's chores.

Two months ago in a greenhouse I held Anita's hand,
Told her that I enlisted to fight for my native land.
She leaned her head on my shoulder, said she'd be proud of me—
She would be proud all right if she saw me now, doing a week's K. P.

Dumping the slush in the hog pan, scrubbing the kitchen floor,
Swabbing a slimp mush-pan until my hands are sore,
Fixing the hash for supper, putting ice in the tea—
Archibald Percival Knutty, "Society Man," that's me.

—From the *Aerofoil*, Scott Field, Ill.

### ACE HIGH.

The General looks down on the Colonel,
Because he is higher in rank;
The Colonel looks down on the Major,
And treats him at times like a crank.

The Major looks down on the Captain,
Because he is uppish and rude;
The Captain looks at the Lieutenant
Because he's beneath him and crude.

Lieutenants look down on the Sergeant,
The Sergeant squints down in his turn
On the Corporal, just one step beneath him,
And thinks there is much he can learn.

The Corporal looks down on the private,
No matter if short or if tall;
But when aviation's considered,
The birdman looks down on 'em all.

—*Yonkers Statesman.*

### MACK'S DOPE "UNDER THE MOONSHINE"

Sergt. Stoner got over to the fire the other night in time to save the sausage machine.

Moore, writing to his wife. "Dear wife: If you don't get this letter let me know."

The Medics are very poor at drilling, with the exception of Private Hoff, who is invariably the only one in step when they go out to drill.

McBroom says the only way to find a girl out is to go calling on her when she is not at home.

Morrow is so lucky that if sent out for a silver brick he would bring back a gold one, but Leedom is so unlucky he would have a fork with him if caught in a shower of soup.

It seems that one of the Medical Sergeants would get rather tired of telling girls he is a doctor, resulting in their calling for "Doctor Stark." However, the reception they are receiving from one of the privates is fast encouraging them to ask for Sergeant Stark.

While Dice was traveling through a small town in Indiana, he stuck his head out of the train window to look at a chicken in the depot. He looked too long, for when he pulled his head back, he had a sack of mail wound around his neck.

## LETTER FROM LIEUT. BOHLE

### Lieutenant Ralph M. Snyder Receives Interesting Letter From Former Speedway Officer.

Somewhere in France, Oct. 1, 1918.

Friend Snyder:

I have been rather late in writing, but we don't get to write when we want to and now I am keeping warm and writing with three candles. I don't know what an electric light looks like, nor what it is to be warm. The fall and winter in France are very disagreeable. The thermometer never gets very low but for that reason it is damp and gets "dam" cold. If there was ice it would be a drier cold which we would all prefer.

My experiences since being in France have been quite different from "God's

LIEUTENANT BOHLE

Country." Just at present I am not in a position to say much as it is not allowed but service "over here" isn't exactly a pleasure. I suppose you read the letter I wrote to Captain Menkel and told about the big hospital I was in. Well, the Division Dental Surgeon has sent me to do duty with a Marine Regiment. They are a wonderful lot of men—fight at the drop of the hat, and everyone a real man. I expect to be back at the hospital shortly though.

I am certainly proud of the name that the Dental Surgeon is making in this war and wish that you could see the progress and the good they are doing for the good of humanity.

I can't say just where I am, but we see very good things here, and the news coming to us from other places looks very good for the Entente. I am still using cold water to shave with, but not shaving as often as at home. The Boche and his allies are being hit at about six different places now and they never know where to expect it next. The boys have done wonderful things since being over here, and especially, it seems, since June, when I came over. That was the first big month for troops over here. They gave new life to the Allied Nations, and the French and English officers whom I have met have made that remark and thank us constantly for coming all this distance.

I hear that Major Gearhart is here now. I must write him. I think he's a very efficient man and knows the army game as it should be. He especially knows his branch of service. I've often wondered whether he will ever fly again.

How are the things at the Post now?

I must be closing as I have several hours' time this evening and would like to scribble several more.

Tell all the officers hello for me, and that I think that I will get to see them not very long from now, judging from the talk of the big men whom I have had the pleasure of speaking to.

Wishing you good luck, I am

Sincerely,

BOHLE.

Continue to send my mail to the Camp Hospital and I'll get it by ambulance. Harry F. Bohle, 1st Lieut. D. C., Camp Hospital, No. 26, Am. P. O. 727, A. E. F., France, Via New York.

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### FIRST NIGHT IN CAMP.

A train load of newly drafted men arrived at a cantonment down in Dixie. It was midnight before they all got through the recruiting office and hospital. Next morning at 4 a. m. some of them were awakened to assist the corps in getting breakfast. One great big fellow got out of bed, stretched and said: "It sure doesn't take long to spend a night in the army."

### EXODUS.

It was in the front line and William and Willie were having a bit of something "ot."

Willie was cooking, and suddenly he called:

"Hi, William, yer blinkin' patent stove's gone aht!"

"Light it again, then, stoopid," called back William, "Got a match?"

"Nope, a match ain't no use. It's gorn out through the roof of the bloomin' dug-out!"

### INFLUENZA UNDER CONTROL AT SPEEDWAY

The Spanish influenza epidemic has been under control for a week or more. Only one new case has been reported during the last six days. All but three patients have been discharged and a feeling that the worst is past prevails. The strict quarantine which has confined the men to the Post for the past three weeks is still maintained, more as a defense against exposure from outside than to prevent the disease from being carried from the field. The reports of the secretary of the Board of Health of Indianapolis are watched closely by the men on this Post, as it is probably that as soon as the epidemic is under control in the city the quarantine will be lifted here.

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## HOW IT IS ALL FIGURED OUT BY NUTRITION OFFICER NELSON FOR MESS SERGEANTS

A calorie is simply a unit for measuring the POWER of food. This is about all you need to know about it for present purposes. Some food, you know, gives you a lot of strength and energy; food of that sort has lots of calories "for its size."

You could eat watermelon all afternoon and not get much strength or energy out of it, because watermelon is pretty low on calories.

All of the estimating of the food administration is done, first of all, in terms of calories. The food administration wants to send all the ENERGY possible to Europe in the least shipping space. That is why you have been asked to save wheat, meat, sugar and fats. These are what you might call condensed foods. A cubic foot of beefsteak will put more fight into a soldier than a cubic yard of watermelon.

The point is, the food administration is a whole lot more scientific in its work than most people imagine. The United States has sent 430,612,000 calories per month to France, the first five months of this year. It used to send only 55,-720,000 calories.

Now all this need not worry you a bit—except that it may be some satisfaction to you to know that the food administration is sending to our soldiers and to the soldiers and hungry families of our allies all the nourishment possible—and squeezing it into ships as tight as it will go. Instead of sending them JUST food, we are sending them concentrated "pep," and power and persistence.

The average man eats about 1,000 calories per meal. However, you don't need to get indigestion trying to count them. Just save the food that you are told to save. The food administration and the calories will take care of the rest.

## Y. M. C. A. NOTES.

We moved back into the Y. M. C. A. building Monday, after being out for about two weeks in order that the "Y" might be used as an emergency hospital during the influenza epidemic. We are truly glad the authorities feel they no longer need the building for this purpose.

Under the present quarantine, men are permitted to use the Y. M. C. A. for letter-writing, reading, and posting letters and parcels.

*Some of the remarks Monday evening:* "Say, we are glad to get home." "Don't it look good?" "This is the life."

As soon as the quarantine is lifted we will be ready with the entertainments, movies, educational classes, regular religious services, athletics, and many more good things.

Mr. Shaw, General Secretary, is away this week, but will be at the "same old stand" next week.

Don't forget to write to the folks at home.

The prospects are good for an afternoon algebra class in the near future. Are you interested?

Don't forget about the French, Geometry and Trigonometry classes. Work will be resumed as soon as possible.

Do you want to enter the class of beginning Geometry? Come around as soon as possible and talk it over.

Our 809 reporter has the right line on their Y. M. C. A. friend, Mr. Maze. He knows where to go when it comes to eats.

Don't forget about the mechanical library. Have you looked the books over? Several are using the books. You can have the same privilege. Secure an order from commanding officer, and the books are yours to use. They can be checked out for a period of one week. Plenty of the latest war books on the reading table.

Mr. Lain, Assistant Secretary, is always ready to sell you a stamp or weigh your parcel post packages.

Have you heard the new Victrola records given by some of our Indianapolis friends? Some of the best ever. You should hear them.

Get the Y. M. C. A. habit, boys. We are for you.

Y. M. C. A. opens 9 a. m.; closes 9:30 p. m.

## HANEY'S DOPE.

I'm going to change the name of Speedway track to Speedway Orchard.

Because you see so many pairs around. This is quarantine fruit!

What is the next thing to a slacker?
A traitor?
No.
A coward?
No, his undershirt!

I asked Sergt. Hayden when he was going to have wall-eyed pike for mess. And he said, "never, but we're going to have some nice cock-eyed clams next Sunday."

Howard Brown was telling me he used to belong to the home guards, and one night he was arrested for guarding the wrong house.

Cook Pierce said he didn't know why his best girl wore her skirts so short. Well, Pierce, when we saw her last she had two good reasons!

I have a good joke on McNulty and a chicken, but I hate to pullet.

Hayden says he's one of the best boys Worchester, Mass. ever turned out.

McGee, our cook, asked me if I could dance the Chateau Thierry Glide. Dance it, Mack, I can't even pronounce it.

Private Duessler said, "I was awful sick one day last week, but I can't make anybody believe it.

A souse gave an aviataor twenty dollars to take him up. After going thru a few loops and nose dives the Souse yelled, "be careful old top, this is the first time I have ever been up."

The aviator yelled back, "You haven't anything on me, I've never been up before myself!"

Slim Carter said his job wasn't hard last week, as he was shoveling soft coal.

Cook Baldwin said he was going to put a lot of soap on the knives so the boys would keep them out of their mouths.

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## NECESSARY TO RESTRAIN AMERICAN FLYERS

### John D. Ryan Makes Report On Air Service in France.

The War Department authorizes the following:

In an interview with the Washington correspondents on October 15th, Second Assistant Secretary of War John D. Ryan, who recently returned from an inspection trip along the Western front, said that his trip to France was to acquire the best information possible regarding production and operation in the Air Service, not alone in the United States or its Expeditionary Force, but of the Allies as well, and to endeavor to bring to our service whatever was found to be desirable and that would secure the best results. Mr. Ryan said:

"Upon reaching France I went almost immediately to the front and was with our air forces during the St. Mihiel fight and also the one in the Argonne. I believe that in both these offensives the air forces were stronger in numbers and perhaps as high in efficiency as in any battle of the war. This opinion was expressed by both the French and British commanders as well as by our own. The air forces in both offensives were under the direction of the American commander and while the French furnished a large part of the forces used and the British co-operated, the American Squadrons made up about half of the number participating. The testimony of all commanders, both our own and those of the Allies, was to the effect that our machines were fought well and that our pilots distinguished themselves. Their commendation of the work of our pilots was tempered only by a suggestion that perhaps our boys were too venturesome and over courageous, and I am inclined to believe that restraint more than anything else in the fighting of aircraft is necessary for our pilots.

"The U. S. DeHaviland planes were in general use for observation and day bombing in both the St. Mihiel and the Argonne attacks and the pilots were to a man enthusiastic as to their performance, and while individual pilots and commanders had suggestions as to improvements and betterments that might be made they were individual and seldom indicated anything more than a personal preference for some re-arrangement of details. The commanders of all the Squadrons using DeHaviland planes as well as planes of British and French manufacture for like purposes told me that the pilots in every case would prefer to take a DeHaviland machine with a Liberty engine over the line rather than any machine of a like type. This is due to the fact that the machine is fast and for one of its type is quite maneuverable; that it climbs well and the pilots all agreed is a very efficient machine for the uses for which it is intended.

"In Paris and also in London I met at conference the heads of the Air Ministries of France and Great Britain, and the whole question of joint program now aimed at by the United States and the Allies is one that should utilize to the best advantage the facilities and the resources of all the countries on our side of the war in materials as well as in men. The Air Ministers of the other nations were all in accord in arriving at this understanding, and I came home pledged to them and they to me to carry out in the closest co-operation a combined program that has the approval of the commanding officers as well as the heads of the Air Ministries of the other countries. The combined air services will be directed as the armies are, and while the commanding general of each of the nations controls his own air forces, he places it at the disposal of the commander in chief just as he places the divisions of his army, and the result has already been seen in the great concentration of aircraft fighting at St. Mihiel and the Argonne such as has never been brought about in any previous action of the war.

"On my trip the Liberty engine was the cause of more worry to me than anything else because all of the Allied nations were demanding more of them than could possibly be supplied. French, British and Italian have used the Liberty engine in their own machines at the front and their building programs as now laid out are based to a considerable extent upon obtaining a supply of these motors in this country. I come home feeling that our Allies consider the success of the United States in producing this engine in large numbers one of the greatest accomplishments in the war. Both the British and the French are now putting the Liberty motor in planes that formerly carried engines of either a heavier weight or less power. I can safely say that the Liberty engine with its high power, combined with lightness, has greatly increased the efficiency of some of the planes that the Allies have been using at the front for some time. Their representatives even expressed themselves to me that it has made new machines of several of their old types.

"While I was abroad the 10,000th Liberty motor was turned out in Detroit. When you reckon that 10,000 of these engines will develop 4,000,000 horse power, you realize what it means to the air forces on our side to have them in such quantities, and that this total has been produced virtually since May 1st, or in five months' work.

"From now on my effort will be so to lay down the policy of production and the training of pilots in this country as to perfectly fit such work into the combined program of the Allies, so as to put into operation at the front in the shortest possible time the greatest air power and efficiency in order to help win the war at the earliest day."

## NEW C. O. AT SCOTTFIELD.

(From the *Aerofoil*, Scottfield, Ill.)

Major Henry Abbey, Jr., J. M. A. A. S. S. C., arrived at Scott Field on Friday, October 11, to succeed Lieut. Colonel Robins as Commanding Officer of this Post. Major Abbey was officer in charge of flying at Chanute Field. Lieutenant Colonel Robins was appointed the new supervising director for the Northern Aeronautical District, with headquarters at Indianapolis.


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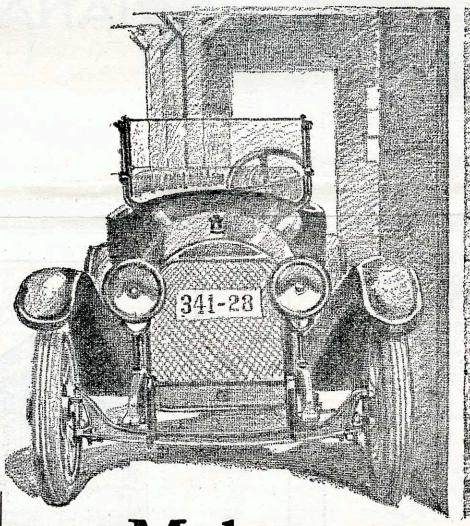

# Make the Chart of Recommendations Your Guide

FOR years the Vacuum Oil Company's Chart of Recommendations has been recognized as the standard guide to correct automobile lubrication.

In keeping this Chart up to date each new model of every automobile is carefully analyzed. This involves lengthy and painstaking engineering study by the Vacuum Oil Company's engineers. The recommendations are proven correct by repeated practical tests.

But nothing has given dealers such faith in this Chart as their experience with the oils themselves. No one knows better than the dealer how much efficient lubrication means.

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*A grade for each type of motor*

We supply Gargoyle Mobiloils dealers with the Chart of Recommendations. By its use your advice becomes authoritative.

## VACUUM OIL COMPANY, New York, U. S. A.

*Specialists in the manufacture of high grade lubricants for every class of machinery. Obtainable everywhere in the world*

**Indianapolis Branch - - Merchants Bank Building**

## AIRPLANES USED IN CHECKING FIRE AT MUNITIONS PLANT

During the recent explosion of the Gillespi shell loading plant at Morgan, New Jersey, reports to the Division of Military Aeronautics show that by means of observations from an army airplane, it was possible to so direct the fight against the conflagration as to check the flames and probably prevent further loss of life and property, at least to save from destruction 8,000,000 pounds of T. N. T. The plane used came from the Radio Experimental Laboratory at Camp Alfred Vail, further down on the Jersey coast. Lt. Cyrus F. Smythe was the pilot and Major H. L. Armstrong of the British Army, an officer stationed at the explosives plant, was tthe observer.

Several ineffectual efforts to learn from the ground the direction and progress of the fire and where it was safe to send relief parties of the plant had already been made and caused the call for the services of the airplane.

Flying over the wrecked works at an altitude of 1,000 feet, Lt. Smythe so placed his plane that Major Armstrong was able to get this valuable information quickly. For one thing, he saw lanes of fire leading from the demolished loading sheds near the creek working toward the storage warehouses containing hundreds of thousands of pounds of T. N. T. From aloft he also was able to make out openings through these walls of fire and wreckage by which men could be sent to check the flames and attempt to save the property.

Altogether the plane was in the air over the burning plant twenty minutes, during which time several heavy explosions occurred, sending molten steel and blazing wood dangerously near it. However, it escaped without being touched, although the air blasts rocked the ship perilously.

Two attempts were also made by airplanes to photograph the fire and explosions, and although a number of exposures were made at 2,000, 1,500 and 800 feet, and even one close up, at an altitude of 50 feet, the films were destroyed through accidents to the trigger and shutter, undoubtedly caused by the heat from the fire.

## LIEUT. ESPY HAS TWO MARVELOUS ESCAPES

Lieut. Murray B. Espy, an army aviator, formerly of 2350 Emerson avenue, Indianapolis, bears a charmed life. Twice he has fallen thousands of feet in airplane accidents. The first accident occurred in Italy. Recently he fell 2,500 feet at Langley Field, Va., and according to a letter received yesterday by his cousin, Elmer Schaller, 2350 Emerson avenue, he has excellent chances for recovery. In the accident his right leg was broken and his face and body were lacerated. In both accidents observers in the planes were killed.

# KAHN UNIFORMS

## Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

## KAHN-TAILORING-CO OF-INDIANAPOLIS

Sold At
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Washington and
Meridian Sts.

Tailored at
Kahn Factory,
St. Clair St. and
Capitol Ave.

# Its The Name That Tells

There's a World of Satisfaction in Buying Universally Known Products. It Inspires Immediate Confidence When You Look Into a Hat and See the Name "DUNLAP"—at a Watch and See the Name "HOWARD". You Don't Have to Be Told About the Quality of Such Products. In Every Line of Merchandise There's a Name That Stands Out Above All Others.
When it Comes to Cutlery, Tools and Paints, the Name "VAN CAMP" Means Everything—Prestige, Quality, Service and Satisfaction—and VAN CAMP PRODUCTS Cost No More Than the Unknown Makes.

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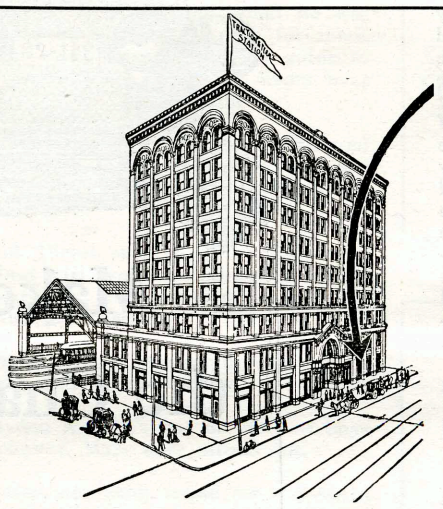
Van Camp TRADE MARK

## VAN CAMP HARDWARE AND IRON CO.

JOBBERS OF EVERYTHING IN HARDWARE
INDIANAPOLIS



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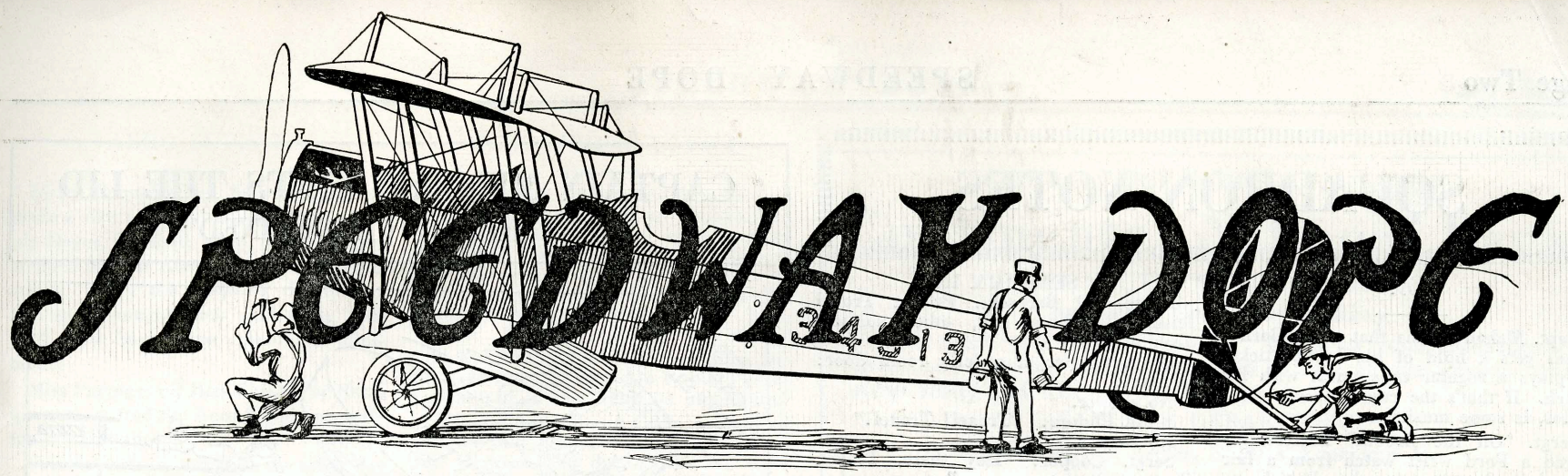


Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Nov. 2, 1918 | Number 6

# NORDYKE PLANT WINS MONTHLY HONOR FLAG

The Bureau of Aircraft Production of the United States Government offered an honor flag, to be competed for each month beginning October, 1918, to the Liberty Motor factory which could build 12-cylinder standard United States Aircraft Engines best and ship them fastest.

The Lincoln Motor Company, Packard Motor Car Company, Ford Motor Company, General Motors Company and Nordyke & Marmon Company entered a production race on October 1. The United States Government has awarded this flag for the first time to the Nordyke & Marmon Company as the Champion Liberty Motor Builders, for a production record of over 225 per cent. of its allotted quota for October.

On Saturday, November 2, at 3 o'clock, at University Park, Indianapolis, this championship pennant will be unfurled and presented to the employes of Nordyke & Marmon Company, at whose plant it will fly for at least thirty days and breathe the same patriotic air which inspired the Marmon organization to win a war production victory which will make it honored on the battlefields of France as one of the aircraft leaders of the United States.

Honorable John D. Ryan, Assistant Secretary of War, Major General W. L. Kenly, Chief of Department of Military Aeronautics, Mr. Archer A. Landon, Chief of Production, B. A. P., Lieutenant Harold E. Emmons, Chief of Engine Production Department, B. A. P., Major James G. Heaslet, Detroit District Manager, B. A. P., Captain William Menkel, Captain Edward Laughlin, Lieutenant Ralph M. Snyder and other Government representatives will attend the official presentation ceremony. A guard of four enlisted men and a bugler will be furnished by the Aviation Repair Depot.

## CHANGES IN PERSONNEL

### New Men Arrive Tuesday to Take Places of Men Assigned to Alabama.

The following named enlisted men were transferred in their present grade to the Aviation Repair Depot, Montgomery, Ala., and left October 28th with Sergt. First Class Edward Krug, Jr., of the 810th Aero Squadron in charge:

Sergt. 1st Cl. Edward Krug, Sergt. A. O. Todd, Sergt. J. V. Piha, Sergt. T. M. Dion; Sergt. B. F. McCleary, Sergt. S. Nowakowski, Corp. H. Cooper, Corp. S. Katz, Corp. C. A. Keegstra, Corp. L. J. Kuzmarski, Corp. H. M. Leith, Corp. J. A. Levesque, Corp. E. Lowry, Corp. J. C. Lyle, Corp. G. W. McLain, Corp. W. H. Merritt, Corp. R. C. Morley, Corp. H. C. Ohning, Corp. T. P. Spaulding, Corp. A. B. Lavey, Corp Benj. B. Morton, Pvt. 1st Class W. E. McGuire, Pvt. R. L. Ahlbrand, Pvt. H. M. Graff, Pvt. Clarence Hopper, Pvt. J. F. McGuire, Pvt. R. L. Beal; Pvt. H. C. Bechtol, Pvt. V. Purvis, Pvt. C. E. Billman, Pvt. C. E. Bowman, Pvt. J. M. Edwards, Pvt. P. J. Owens, Pvt. E. D. Gilman, Pvt. C. G. Highstreet, Pvt. R. B. Knight, Pvt. C. C. Lamm, Pvt. B. C. Lee, Pvt. D. B. McCracken, Pvt. J. L. McGovern, Pvt. J. E. Miller, Pvt. H. S. Newland, Pvt. O. F. Nickel, Pvt. Rollie Spurlock,

(Continued on Page 7.)

# OUR SQUADRON COMMANDERS

## CAPTAIN HARRY B. MAHAN, C. O. of 809

Captain Harry B. Mahan, Commanding Officer 809th Squadron, has the distinction of being a previous service man. He served in the Spanish War as First Lieutenant of the 158th Indiana Volunteer Infantry and in due course of time won promotion to the rank of captain, serving for five years as captain and quartermaster of the 2nd Regiment, Indiana Infantry.

Captain Mahan attended the Officers' Training Camp at Fort Benjamin Harrison in July, 1917, receiving a commission as lieutenant at the completior of that camp and was assigned to Kelly Field on November 27, 1917. From Kelly Field he was ordered to Camp Hancock, Augusta, Ga., to assist in organizing a Motor Mechanics' Regiment. He was detailed as adjutant of the 1st Motor Mechanics' Regiment and served in that capacity from December 5th to January 1st, 1918, when he was ordered to return to Kelly Field. At that famous Air Service Mobilization Camp in Texas, Lieut. Mahan served as Assistant Executive Officer during January, 1918, and was afterwards assigned as Commanding Officer of the 809th Aero Squadron.

In addition to Captain Mahan's duties as C. O. of the 809th Squadron, he has also served on numerous boards, such as the Preliminary Board for the examination of candidates for commissions as pilots, and the board to examine candidates for promotion to M. S. E. and Sergeant 1st Class.

The Air Service Band, which is now a distinctive feature of the Repair Depot, and which has performed so creditably on numerous public occasions, is mainly the result of Captain Mahan's individual efforts and enthusiasm. He organized the band, assisted in securing instruments, supervised rehearsals, and has been in complete charge of their performances both for the Post and elsewhere.

Captain Mahan is a native of Indianapolis and has resided in that city all his life. In civil life he is a well-known manufacturer with twenty-five years of business experience, and is the proprietor of the Harry B. Mahan Paper Box Company as well as the principal owner and manager of the Central Folding Box Company and the Indianapolis Envelope Company. Captain Mahan has a wide circle of friends and acquaintances in the city of Indianapolis and holds an esteemed and prominent position in business and fraternal circles. He is one of the most efficient and popular officers on the Post.

# 810TH SQUADRON WINS RATING FOR FIRST TIME

After the Saturday inspection of squadron barracks, mess halls and premises the following rating was announced:

First—810th Squadron.
Second—811th Squadron.
Third—809th Squadron.
Fourth—821st Squadron.

This places the 810th Squadron at the head of the list for the first time since inspections of barracks and mess halls has been held. The efficiency flag flies proudly in front of their barracks upon a fine new pole. They are figuring on holding it another week, as they are keeping everything cleaned up in first-class style. The supply officer of 810 has put in a requisition for several dozens of extra large size service hats at the Q. M. C.

## COMMENDED FOR AMOUNT OF LOAN SUBSCRIPTIONS

WAR DEPARTMENT

*Office of the Director of Military Aeronautics*

Washington, October 23, 1918.

From C. G. Edgar, Colonel, A. S. A.

To Commanding Officer, Aviation Repair Depot, Speedway, Indianapolis, Ind.

Subject: Liberty Loan Subscriptions.

1. It is noted in your Daily Progress Report of October 17th, that a remarkable showing was made in reference to the Liberty Loan subscriptions of $15,750.

2. The writer takes pleasure in congratulating you and all the members of your post on this enviable record.

Believe me to be,

Sincerely yours,

C. G. EDGAR.

## LIEUT. PETERSON TO GIVE LECTURES

Lieutenant Orrin P. Peterson will give two lectures on "Aerial Navigation" and on "Airplane Instruments," time and place to be announced later. The lieutenant recently returned from Langley Field, Va., where he received a special course on Aeronautical subjects and is prepared to give officers and enlisted men some excellent instruction in these subjects.

## TWO NEW HANGARS FOR THE SPEEDWAY

Arrangements are being made to build two new steel hangars at the Speedway. Plans are to rush the construction of these hangars, which will be standard in size, and will be located just north of the two small hangars. These will house fourteen planes each and will be a much needed improvement, for it has become a common thing for a score of planes to be on the flying field at one time. Many planes stop here on their test flights from other fields and also most of the airplanes repaired here are flown away to the flying fields in the adjoining states.

## THREE GERMAN PLANES RECORD FOR ONE DAY

With the American Army Northwest of Verdun.—Three German airplanes were brought down on Friday, Oct. 18, by Lieut. Cleveland McDermont of Syracuse, N. Y.

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940.9
S 742d

# SQUADRON NOTES

## 809.

Capt. Mahan claims that when Barber Evans gets a hold of his barber ticket he plays a regular tune on it with his punch. If that's the case Ostrander, the Tailor, is some musician.

Sergt. "On the Broom" Driscoll received a Ford wrist watch from a fair damsel in the city recently. It ticks so loud that his folks back in "Joi'sy Citee" can tell just where he is at all times.

Room Orderly—"Keenan has just gone to work."

Other R. O.—"How do you know?"

Room Orderly—"Because the fire bell just rang."

If a pilot's sweetheart shot him, would the Airplane hangar?

Corporals Connor and Quigley, the Gold Dust Twins, threatened to work the other day, but changed their minds.

Found—Two sergeants' shirts. Finder please see Walter Carr or John McGowan and identify same.

For Sale—Seven or eight barber and tailor tickets. These tickets are like new and have no holes in them. Barney Goldstein.

### A. W. O. L.

She—"Why doesn't Harold Eldridge call on her any more?"

He—"Well, it's this way. They were sitting on the front porch talking and it was very, very mushy talk by the way, and she asked: 'Whose 'ittle *cootie* is oo.'"

### ALABAMA BOUND.

Theodore says that he is Dion to go to Alabama, but wouldn't give a Damn if they left him up North. It will Paine him to have to get on the train, but anyway he is going to Hopper, just so that it doesn't go at too fast a Pace. It will be a Long trip but in order to pass away the time he is going to get off with his Fishlein and catch some Sammon. In case that he should be put off the Carr, he will be able to Walker into Montgomery. We have warned him to look out for Crooks as they might come around any Knight.

### ALL THEY THINK ABOUT.

McGoWan
WilsOn
Mott
OstrandEr
EvaNs

### A WEB-FOOTED BALLAD.

Said Mac to Mott
And Mott to Mac
To get Larson's goat,
Say, QUACK!
QUACK!
QUACK!

Boy, here's a dime, page "Sergeant" Carr.

Sergt. Morgan (conducting school in barracks): "What kind of bars does a lieutenant wear?"

Private Ostrander: "Gold."

Sergt. Morgan: "Yes, now what else might they be?"

Private Ostrander: "Brass."

### PAY DAY.

Sergt. Craft: "Now there, line up alphabetically for pay. What's your name?"

Private: "Phillips, sir."

Sergt. Craft: "Well, what yer doing back here? Stand up there among the F.'s where you belong."

### SEND HIM IN.

Scene—809 Barracks. Private Troxel leisurely making bed, other soldiers around.

Sergt. Cooper at orderly room door: "Troxel!"

No answer.

Sergt. Cooper: "Troxel! Troxel!"

No answer.

Sergt. Cooper: "Hey there, Troxel, Captain wants to see you."

Troxel: (Stops bed making and glances at the sergeant)—"All right, A-l-l r-i-g-h-t, send him in."

## 811.

Sergeant Nowaskowski, Corporal Morton and Corporal Purvis transferred to the Aviation Repair Depot, Montgomery, Ala., left on Tuesday with the best wishes from all their friends in 811. Montgomery is Corporal Morton's home town (God's country, so Slim says), he will show the other boys one big time.

A letter recently received from Cadet Thomas Naef, Cornell University, Ithaca, N. Y., wishes the boys of 811 the best of luck. He writes: "I am well pleased with my work here, which is very interesting. All the ships the men use here to learn rigging, come from the Speedway. It seems like home to me when I work on them. I hope that 811 wins the next inspection, so they can fly the flag of victory."

The past few days have been very interesting to the boys of 811 Squadron. Equipped with the latest model government rifle, they are taking much interest in the manual of arms. Sergeant Crenshaw, who saw active service on the border, was drilling a few previous service men the other night. He was well pleased with their work and knows 811 would give a good account of herself in an encounter with the Boche.

Lieut. Emerson, Commanding Officer of 811, received an interesting letter from Cadet Cottrell who is in training at the Ft. Omaha Balloon School. He says the Spanish influenza has been very severe there and they are quarantined at present. His work is mostly drill and is very anxious to take up the other duties. He expects to finish his training at Arcadia, Cal. Cadet Cottrell wishes to be remembered to the officers and enlisted men of 811.

Private Sarver returned this week from a ten-day furlough spent at Dallas, Tex.

Our permanent K. P., Private 1st Class Frank Sylva, persists in raving about the girls. What is he going to do after the war? He cannot take them all with him.

I guess everybody has noticed that overcoat (or is it a rain coat?) Wagoner wears part of the time and McClure the rest of the time. We try to mind our own business, but just a tip, McClure, I would not let Wagoner wear it. First, because he is a married man and we know the girls fall for it. Second, probably you have not heard about it, but Wagoner being a married man and true to his wife, told a certain party she had the wrong fellow when he was approached from the rear and called McClure.

## 821.

Ralph Burns, kindly explain what an M. E. S. is on this Post.

Homberger, drilling 821—"Attention!" "Halt!"

Johnny Blanch and Alva seems to be inseparable at times.

Privates Stephen B. Johnson and Ross D. Thompson have been attached to the 821st Aero Squadron for rations and quarters.

Little did 821 realize that she has a real hero in her midst. Yet such is the case. Sunday afternoon Private Sugarman gallantly saved two of Tommy Shaw's friends from a watery grave in the White river.

Private Nicholas Patrick returned last Thursday to the hospital at the Fort. A discharge was refused him for the present.

The boys in the south barracks have been wondering where Peterson goes after the lights are out. Herb Hayes and Vick Holm conducted a scouting party Sunday night to solve the mystery, but were unsuccessful.

Sergeant First Class Charles C. Poirier, a few days ago, now Army Field Clerk, left for Chicago Wednesday to report for duty. Sergeant Poirier has been working in the Engineering Office as a stenographer and is well qualified to take up the duties of a Field Clerk.

# CAPTAIN MENKEL LIFTS THE LID

## "LET JOY BE UNCONFINED"

## POST EXCHANGE NOTES

Owing to the fact that our poet, Edwin J. Snyder, failed to get his latest essay past the "Board of Censors" we were thus unable to contribute anything to the "Dope" column last week. However, Edwin J. is a true poet and we have every reason to believe that he will, in the near future, contribute something that will make Longfellow look like a piker.

Privates Lavelle and Goff are now wearing the "smile that won't come off," both having been promoted to the grade of Corporal.

"Bill Smith" suggests that a sub-committee of Mess Sergeants convene at the canteen each day at 12:30.

Society Item: Sergeant Blake Francis took luncheon with us Tuesday.

Sergeant Henry G. Watson, former steward, has tendered his resignation apropos of leaving with an outgoing detachment. With his going the Exchange loses a good manager and the boys a fine associate. Our poet commits himself thusly:

Here's to our old friend Henry G.,
Who hopes to cross the deep blue sea;
We hate to lose him but we all agree,
That the world must be saved for Democracy.

Private Arnold G. Ogden, of the 811 Aero Squadron, has been assigned to the Exchange and is acting as traffic cop for Swisher and Goff.

Sergeant Netzel is getting some new cues for the Medical Sergeants. They will have a hook on the business end.

"Cyclone" John Swisher is now giving daily instructions in the use of fire-arms. So far the casualties have been very light.

Machine Tools, Woodworking Machinery and Factory Supplies

"The Eaglesfield Moulder"

"Completely Motor Driven."

Vonnegut Machinery Company

43 South Meridian Street

## AERO SUPPLY

Lieut. Hamman and Sergeant Stafford made a visit to the Aviation General Supply Depot, Fairfield, Ohio, last week and stopped over at Richmond, Ind., on their return. From the looks of the flowers that they brought back with them, Stafford must have some friends in Richmond.

Miss Parsons and Miss Chance, of Headquarters, visited the Aero Supply recently for the first time.

Private Scott informed us the other day that they were going to cut a skylight in the roof of 821 Squadron in order that the rookies can see the airplanes without going outside. "821 all out, Airplane up."

Private Holloman gave the men at the Aero Supply a treat Sunday when he received a box from his wife. All we can say is that she is some cook.

Ask Duke Spridgeon to show you the new comb which was purchased for him by the men of the Aero Supply. From now on he ought to keep his hair combed.

Corporal Bloomberg must like to walk. When his girl drives out to see him he takes her for a walk and lets the machine stand in front of the Post.

Sergeant Hannon could hardly be recognized when he stepped out with a new suit Sunday.

Ask Corporal Salmon if he is busy these days.

Coming soon, a new serial, "Gus, the Autobiography of a Warehouse Rat." Watch for it.

## HEADQUARTERS

Aviators from Dayton and other nearby flying fields are now daily visitors at headquarters. Hundreds of flyers are now engaged in making test flights between the different fields.

Lieutenant Ralph M. Snyder, the Adjutant, was in Chicago from Friday until Saturday, Lieut. Goodrich serving as acting adjutant during his absence.

Lieut. Col. A. W. Robins, District Supervisor, visited the Post last Monday.

The quarantine has made a lot of work for Sergeants Fuller and Rozmajzl, telephone operators at the switch board at headquarters.

The orderlies worked hard for two days to pass a good inspection Saturday and were of the opinion that headquarters would pass an A-1 inspection, but the officers left the building without a look at the place. But they are not kicking and are hoping it will be in as good a condition the next time that it is thoroughly inspected.

Captain J. B. McCaulley and Lieutenant Charles E. Miller, of Wilbur Wright Field, Ohio, were visitors at headquarters Monday on their way to Chicago via Chanute Field, Rantoul, Ill., where Captain McCauley stopped to visit his brother, C. A. McCaulley, who is a cadet at that field. They again visited the Speedway on their return, Wednesday night, leaving on the last leg of the trip Thursday morning.

Baker, telephone operator, the long boy from Walnut Ridge, while standing near a Ford in front of the gates of the Post, was approached by a young lady in this manner: "Say, Cabby, can I hire you to drive me to town?" Baker, after regaining control, replied that he was just a plain southern gentleman. It was her turn to show surprise and very politely excused herself by saying that it was his overcoat that deceived her.

Anybody in doubt as to where Thoburn is detailed need not ask him, as one look at his face and the ink on it speaks for him.

Katzy got his wires crossed the other night. Two young ladies came out here at the same time to see him. The result is he has been instructed not to 'phone either of them in the future. He's trying hard to "get back." He has been unsuccessful thus far. There's hopes though, Katzy, as Pauls has a wife. Outside of this, everything is lovely in the telegraph office.

## ENGINEERING OFFICE

C. C. Poirier, Jr., stenographer for Captain Laughlin, received an appointment as Army Field Clerk, and was honorably discharged from the Army, last Wednesday. He leaves shortly for Chicago, to report to Headquarters of Central Department of the Army. Good luck, Chuck.

S. R. Futransky, of the Accounting Department, was appointed to Poirier's place and moved to the "sanctum sanctorum."

We also lost Wayne Cook, who is on the overseas list. He has been "pulling tin" all week. By the way, he will leave us as a First Class Sergeant.

Crump and Shumaker were all ready for California, last week. Yes, they even saw the orders—and they were both "just ararin' to go."

Take your hats off when you come into the Accounting Department, now. Why? With First Class Sergeants Beauchamp and Markun and Sergeants Stedfelt and Crump (formerly Corporal Crump of Columbus), one better be careful and watch their step.

The boys in the Engineering Office are all hauling out their "dancing shoes" and shining them up. Haynie is expected to come in shortly and we are going to show him a step or two.

Sol, the Accounting Office is not a hotel. Do not do your sleeping there.

"Old Man" Willis wonders why the Cost Department is slowing up. Answer: Corporal Goar is devoting most of his time to the "terpsicorean art." Wait till the show is over.

Did you notice that "Nig" Henry lost something?

Be sure to ask Retsick to show you the "art collection." You better hurry, because when the ban is lifted the pictures will go.

If Ruth don't quit sending delicacies to a certain party, we will have to declare a recess every day from 3:30 to 4 to get rid of worms and "clean up."

Now that the ban is lifted, Corporal Crump will make his week end pleasure trip to Indianapolis. Look out, nickel shows, Hershey milk chocolates, and, last but not least, the nine o'clock car! Well, you can take the boy out of the country, but you can't take the country out of the boy.

It has been rumored around that Private Louis F. Henry of the Engineer's Office, has been receiving letters from a certain young lady written on wrapping paper. Henry, does she work in a meat shop?

## ENGINE REPAIR NOTES

Russell Flora never will grow up. He amuses himself as well as Nighswonger with the compressed air line.

"Vic" McCampbell gets absent minded quite often and calls Kruger "Verla." Yes, Mc. is a newlywed.

Hardo Kaehn contracted Hispano-Suiza himself this week.

Sergt. Wertz, 810, has finally gone to work. Besides bearing work in the shop, he is top sergeant at 810 and also has to answer calls from his many lady friends.

## FINAL ASSEMBLY

Sergeant Ashley is kept so busy he has decided to get a pair of roller skates.

"Brownie" just purchased a new suit for $39.99. Someone asked what made the suit smell so, and Brownie said it was the scent (the one cent) off the $40.

Somebody claims to have seen Driscoll writing a letter to himself headed something like this: "Oh Dear Me:—"

The only thing that would disqualify Pilia from being an Aviator is that his head is not "streamline."

No chance for Schaffer going overseas. He hasn't got two pairs of field shoes.

If the landing gear wheel had a flat tire, will the tail skid? No, but the longeron "wood."

Fat Hartman's overalls are not too short; the trouble is, he is in them too far. He's the boy that was made when meat was cheap.

CHAS. F. BRETZMAN
PHOTOGRAPHER
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Cor. Penn. & Market Sts. INDIANAPOLIS

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## MACHINE SHOP

Possibly the most patriotic affair in department 23 is the screw machine. It's a great factor in production, and with Sergt. Dean as operator, is doing a big bit in turning out small bolts, pins, etc.

Sergt. Walker is included in an outgoing detachment, and Corp. Lyle and Privates Highstreet and Billman have left for Alabama. Their loss is greatly felt.

Privates Miller of 810, and Baas of 821, have been assigned to duty in the machine shop this week. Avoirdupois Nickol of 821, has returned to work after an attack of the "Flu." We welcome them all.

At least one machinist has reached that distant star, Fame. Unto this world was born, a few weeks ago, on a farm not distant, a calf. Through the recommendation of his favorite "earthly angel," Sergeant Earl Myers was highly honored by having the cute little critter named Earl. Will wonders never cease?

A purity league has been organized for such wayward lads as Sergeant Martin. It is composed of Sergeants Dean, Stone, Lewis and Papa Daddy.

Peter Michael's recent unsteadiness is due to a serious affliction of love. Recovery is not probable.

*C. W. N.*

## Q. M. DETACHMENT

We wish to state that we have subscribed $350.00 worth of the Fourth Liberty Loan. Pretty good for a small bunch.

We extend our sympathy to our Lt. Adolf L. Capelle, who has been home for a few days, on account of a death in his family.

Our basket-ball team is ready to book games with any of the squadrons on the field.

Just received a fresh stock of chocolate, lemon drops, and stick candy which will be sold to the enlisted men and officers.

Corporal "Rueben" Smith who hails from the wilds of Oklahoma, says that he took first prize at the state fair for "throwing the bull". We don't doubt his word.

Our Reclamation Department, under the supervision of Lt. Wallace, with Sgt. Oldham and Corporal Moulder, have shown some fine results. They handle all the junk and are always looking for more "scraps".

## MEDICAL NOTES

The boys of the Medical Department of Speedway wish to express their appreciation and thanks to the Red Cross and War Mothers of Indianapolis, for the good things they send us during the quarantine.

Private Andrew Minder, of the Medical Department, has left for his home in Allentown, Pa., because of the death of his sister and the serious illness of several members of his family.

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**Marott's Shoe Shop**

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INDIANAPOLIS

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Spedway, Ind. Telephone Belmont 1700.

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------Reporter Medical Department
SGT. H. P. PRICE----------
--------Reporter Q. M. Detachment
S. R. FUTRANSKY----------
---------Reporter Engineers Office


## UNCONDITIONAL SURRENDER

Soldiers who are required to stay here in America either in training or upon important war work such as the repair of aeroplanes at this post are liable to become restless and to make light of the part they are playing in the great war simply because they are not in the front line trenches. But the work being done at the Aviation Repair Depots is one of the most important jobs that the American soldiers are called upon to perform. This work has been one of the vital factors in the successful conduct of the war during the last year, and will enable more than any other one thing enabled the President to say to the Kaiser that nothing is left to him but unconditional surrender. If an armistice is granted Germany can hope for nothing from it. It will be an armistice that will leave the United States and the great powers associated with her, in a position to enforce any arrangements that may be entered into and to make a renewal of hostilities on the part of Germany impossible. Not only this but the terms of the armistice must be such as will not only prevent Germany taking advantage of the cessation of hostilities to recuperate and to again appeal to the sword but such as will enable the allied powers to safeguard and enforce every detail of the peace to which the German Government professes to have agreed.

---

Herr Erzberger, Secretary of State of the so-called new German Government, seems to overlook an important point when he declares himself in favor of the League of Nations formed with power to settle everything relating to war, as all the nations likely to be in such a league agree that Germany shall be left out of it. This is the same Herr Erzberger who in February, 1915, expressed himself in such terms as these: "The greatest ruthlessness is in reality the greatest humanity. If it should be possible to destroy the whole of London, that would be more humane than to allow one of our fellow-countrymen to bleed to death on the battlefield, because a radical cure would lead more speedily to peace." This German statesman would do well to keep himself better informed.

---

Over two billion dollars are being spent in aeronautics in the United tSates. The army in the past fifteen months was allowed by Congress a total of $1,672,000,000 for aeronautics. The naval appropriations and the orders from the allied countries bring the total well over the two billion mark. At least another billion dollars will have to be added to this stupendous sum in the near future because it is being realized that the number of aircraft to prepare to win the war is much larger than was realized before.

---

The British Government announces that during the month of September the merchant tonnage sunk was the lowest since the month of August, 1916, totaling 151,593 gross tons British, and 88,007 allied and neutral. The September sailings were 7,515,061 tons. And report has it that the U-boats are all scurrying home flying white flags.

## TO HOLD OLYMPIC GAMES DURING DEMOBILIZATION

International games modeled along the Olympic games, open to the soldiers and sailors of the inter-allied nations, will be a feature of the demobilization period following the declaration of peace. Work on this plan has already been started by the Y. M. C. A. abroad and the contests will eventually be a part of the peace celebration after the war. It is likely that they will be held in France. The plan when completed will be submitted to General Pershing and to the other allied commanders for sanction.

The field of welfare work will be greatly widened during the demobilization period, and special efforts will be made to provide entertainment and instructon for the soldiers and sailors after the close of hostilities.

With this in view, those in charge have outlined an extensive campaign, a prominent part of which includes a series of competitions in various branches of sport. One object is to have maximum mass games to reach every man. There will be championship contests for the members of the American Expeditionary Force to be conducted in various war regions, with the finals to be held in Paris; physical pageants and exhibitions illustrating the best in American sports for the French and inter-championship events in the form of a military Olympic.

## DEMOCRATIC

Some amusing incidents in which limited service men figure prominently are constantly appearing. One of the latest is that a limited service "rookie" acting as orderly in the Concentration Brigade headquarters was given some papers and told to take them to Lieut. Howard Templeton, commanding officer of the 819th Squadron.

Arriving at the headquarters of the squadron, and not knowing where to find the lieutenant, the rookie began to holler "Ho, Templeton, where's Templeton?" Then, by luck, he finally stuck his head into the lieutenant's office.

"I'm Templeton," remarked the commanding officer, "What do you want?"

"Here's some papers for you," replied the rookie, carelessly tossing the papers on the table, and started to leave.

"Well, don't be so damned formal next time you come to see me," said Lieut. Templeton, "Call me Howard."—*Kelly Field Eagle.*

## CLUB FOR ALLIED AVIATORS IN PARIS

Mr. Alan R. Hawley, on September 30, announced in the October issue of "Air Power'„ that the Aero Club of America had accepted the offer made by a prominent, wealthy American in Paris, to establish a club for Allied aviators, to be maintained at his own expense for the Aero Club for the period of the war.

Recently the Aero Club of America was advised by the military authorities that there was pressing need for a home or club for tired aviators. Examples are common where a pilot has been allowed to get in a state of extreme nerve exhaustion before leave is granted him. Therefore there is wonderful opportunity for the Aero Club to do good work, in a line which is not followed by other organizations.

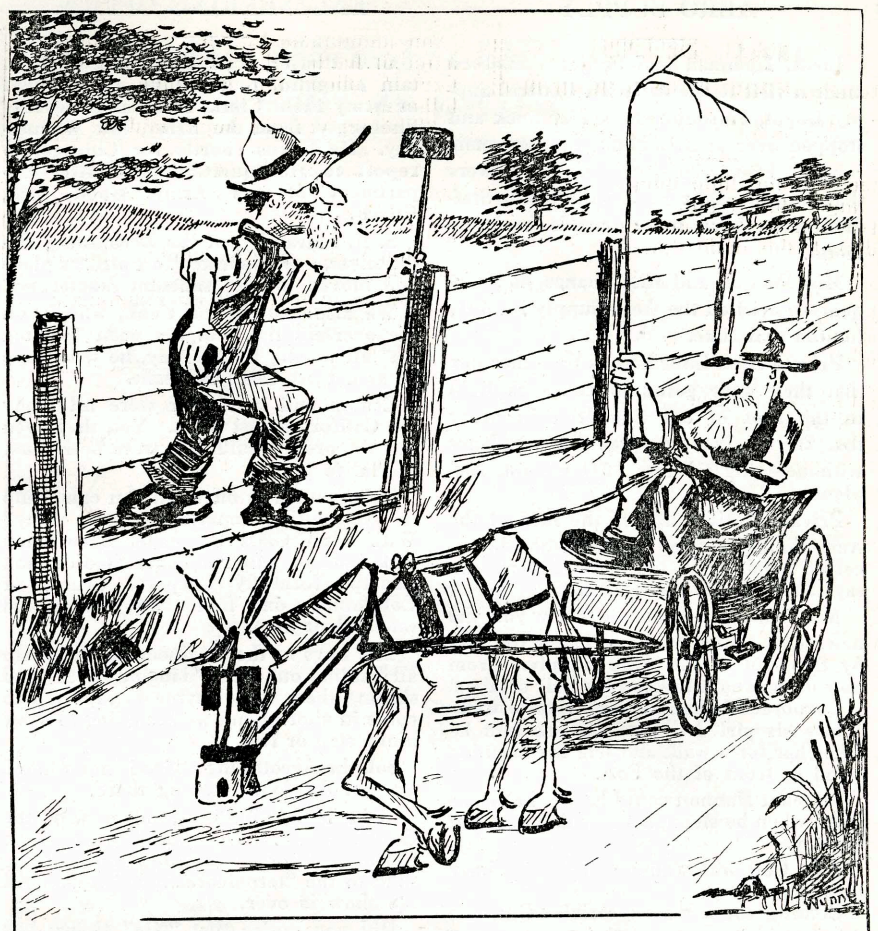
## AGREES TO BUILD 100 PLANES DAILY

TOLEDO, Ohio—John N. Willys, president of the Curtis Aeroplane Company, announced here today that he had closed with the Aircraft Board the biggest plane contract ever entered into in this country.

At a conference in Detroit, Willys contracted to turn over one hundred planes a day from March 1 on, provided the government furnishes motors and other equipment.—*Aerial Age.*

---

Chauf. E. W. Bottriel, of Kelly Field, established a new altitude record for jumping from an airplane during the Fourth Liberty Loan campaign, when he jumped from the fuselage of a ship at 4,800 feet. Bottriel has been a parachute jumper, but this was the first time that he had ever performed the feat from an airplane.



How be that boy o' yourn acomin' on as jined the army up at that there Indinoples Speedway?

B'gosh jist rippin' fine an' dandy! His maw had a line er two from him t'other day er so as said as how he won't theare more ner two days, by gum, afore they appints him fer ter be a kitchen policeman, an' he says, says he, as how he reckons fer ter be a high mucky muck up thare afore derned long

## WOULD HELP THE COOKS

These words of advice taken from Little Benny's Note Book in the *Chicago Daily News* would help the cooks and mess sergeants but would be hard on the K. P.'s. They would never get out of the mess hall until taps were sounded:

It is everybody's dooty to save all they can to help to win the war, on account of there being so many Germins to shoot and bullits being so ixpensive.

The easiest way to save is by being careful how you eat. Instead of jest swallowing carelissly, every bite awt to be chewed 132 times, and you will find a grate increase in your digestion without eating neerly as mutch food, on account of nobody would have enuff time to eat mutch that way.

Never waist eny bred. If you have a piece of bred left over and dont want to eat it on account of not feeling eny room left, a easy way is to put sutch a big piece of butter on it that you cant hardly taist enything except the butter. This will prevent you frum waisting the bred.

Sugar is also a bad thing to waist. If you don't think your cawffee is sweet enuff, keep on stirring it till you think it is.

If you have compiny for dinner and they ask for more sugar, let on you dident heer them the ferst time, and the 2d time refuse to give them eny more.

Enyhow too mutch sugar is bad for the teeth, and the more you dont eat the less you haff to pay for dentists bills. Proving sumbody has to suffir, and it mite as well be the dentist. *Lee Pape.*


# Post Exchange

Hours: 7 A. m. to 1:30 P. M., 5 to 9:30 P. M., Monday, Tuesday, Wednesday, Thursday and Saturday; 7 A. M. to 9:30 P. M. on Saturdays; 9 A. M. to 9:30 P. M. on Sundays.

## Have You Inspected the Jewelry Case?

There is no present that MOTHER, WIFE, SISTER or SWEETHEART would appreciate more than a piece of jewelery with the *Air Service Emblem on it.*

If we do not have what you wish we shall be glad to get it for you. The Steward goes to the city every day.

## TAIL SPINS

### AN ARMY O. D. PILL

A teeny weeny little thing,
No larger than a pea,
But it's the wiz that did the biz,
And made this outfit flee.

While they were sound asleep at night,
Enjoying a good snooze,
First one got up and grabbed his socks,
Another grabbed his shoes.

Another got up from his cot,
And plunged out in the night,
Another followed closed behind,
And ran with all his might.

Perhaps you wonder what it was,
That gave them such a chill,
I'll tell you, pal, just what it was—
An Army O. D. Pill.

---

The war will be won in the air and not on air, so if you're not an aviator, please stay on the ground.

---

### Infantry Drill

The squadron was lined up for instruction with the new rifles and the lieutenant gave the command, "Inspection, Arms!"

One fellow down near the left of the line put his rifle between his knees, rolled up his sleeves, held out his arms and asked, "How does this look, lieutenant?" (He must have been on K. P. last Saturday morning.)

---

### Visiting an Art Gallery

Visitor—"What is this picture?"
Guide—"Fall of Babylon."
Visitor—"U-m, judging from the costumes, they must have had a warm fall in those parts."

---

### He Found Out

Thursday morning one of the men from Montgomery was ordered to report to the hospital. As he was not sure of the location of the hospital he strode up like an old vet to a gold bar officer with this question:

"Say, Billy, where in 'ell's the hospital?"

"Do you know who I am?" demanded the officer.

"Naw, I've only been here two days, how the hell should I know everybody?"

---

### Worries Ended

When you enlist in the air service you can say goodbye to worry. No thought of—

Where you get the next meal.
Whether you will be fired.
Choosing your bill of fare.
What to do evenings.
The price of gasoline.
High cost of living.
The price of your next suit of clothes.
Where you are going to get your shoes.
A vacation.

---

### No Time For Argument

Captain—"Private Iovine, where did you get those five Germans?"

Private Iovine—"I captured seven of them in "No Man's Land."

Captain—"But you only have five here."

Private Iovine—"Yes, sir, two of them started to argue the matter."

---

### Mess Call

A soldier on board a transport, the third day out, turned away as his more fortunate comrades responded to the mess call. "That may be dinner call for you dudes," he signed, "but it's only 12 o'clock for me."

---

### For Mathematicians

The editor has offered a prize for the first correct answer to the following questions in army algebra:

When does A. W. O. L. equal K. P.?

### Never Heard of It

An unfortunate Yankee bugler, during a recent battle, fell into the hands of a German officer, who questioned him as follows:

"Who are you, my boy?" said the officer.

"An American bugler," snapped the lad.

"Oh!" said the officer, "now for a little test."

"Blow taps," said the officer. The lad obeyed.

"Now blow reveille," he commanded. The bugler did.

"Sound retreat," said the German.

"Never heard of it," replied the lad.

---

### How He Knew

One dark evening near headquarters a private passed an officer without saluting and was stopped and asked why he did not salute.

The private answered, "I did not see you were a 2nd lieutenant."

2nd Lieut. "How do you know I am a 2nd Lieutenant?"

Private—"Because you stopped me."

---

### MACK'S DOPE

Dice was skipping all over the hospital the other day.

Webb asked him what was the idea of skipping so much, and Dice replied: "Sergeant Stark gave me some pills and told me to take one every hour for four hours and then skip an hour."

And McBroom was heard to say, "Even a barrel has a head!"

All Dice has to do is to fall down and he will break quarantine—for if he falls he'll be half way home.

---

A governor, who was visiting a state prison, was talking to a colored prisoner.

"Nigger, how long are you in for?"

"Twenty years, suh."

"What did you do to get those twenty years?"

"Fo' trying to borrow money."

"For trying to borrow some money?"

"Yas suh. Yusee, Ah ast him fer it three times, 'n then had to knock him down 'n take it away frum him."

---

Judge—"Prisoner, what brought you here?"

Prisoner—"Two policemen, sir."

Judge—"Drunk, I suppose?"

Prisoner—"Yes, sir. Both of them."

---

While Jones was spraying a rookey's throat the other day, he noticed that the fellow's tongue was badly coated.

"There's quite a coat on your tongue, Rookey," Jones said.

"Take another look, Jones," the rookey answered. "maybe you can see the pants."

---

Robertson—"Strobel, have you a pair of gloves?"

Strobel—"No, sir."

Robertson—"Report to the Q. M. for a new pair and don't forget to tell Sergt. Oldham to charge you for the pair you lost. I'm going to stop this carelessness."

Strobel—"All right, Sergeant, but I loaned you my gloves two months ago."

---

One of our guards spied one of the boys from Alabama the other night.

"Halt! Who's there?" he shouted.

"A friend," the rookey answered.

"Advance, friend, to be recognized."

"Oh, you don't know me, I've only been here a few days."

---

Leedom is so skinny he has to eat spaghetti one at a time. But he's got it on some of the boys—he can dodge rain drops.

---

"Squirrel" Haney said he never prayed until he joined the Army. But now he's praying every day to have the "top" kick him out of the kitchen. (Even a pimple has a head.)

---

Pull in your ears, McClure, you're coming to a tunnel.

---

There is a town in Colorado named after Jones, (Marblehead.)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## Y. M. C. A. NOTES

As soon as the quarantine is lifted, all entertainments, movies, class work, athletics and services will be resumed. Do not forget movie nights are Tuesdays and Thursdays. Entertainments and stunts will be given on Monday, Wednesday and Friday nights. Remember the Sunday services: Catholic services at 9:30, Bible study at 10:30, Vespers at 7:30. The mid-week religious service as usual on Thursday evening at 7:30.

Mr. Shaw and Mr. Robertson accompanied troop trains from Ft. Harrison to Camp Upton last week.

Mr. Shaw was Y. M. C. A. representative with the boys who left this depot for Montgomery, Ala., Tuesday.

We have received the new aluminum screen for movies. It is much larger than the old one and will give much better results. The plan is to have it so it can be rolled up while boxing and wrestling bouts are being held.

Beginning with this week, the Y. M. C. A. will have an express money order agency. Already several orders have been written. Men, you should get the habit of sending a little money home each month.

The Quartermaster's boys held a weiner roast at the "Y" Monday evening. Ask them if they had a good time. Other organizations are invited to come and do likewise. Come around and we shall be glad to give you an evening and enjoy the fellowship with you.

Mr. Robertson says he is glad to get back to old 821 mess hall. Some difference in the mess at other camps. He says the men sure ought to appreciate their eats here.

The Y. M. C. A. is anxious to put on several boxing and wrestling bouts to be staked on Friday evenings. All men interested see Mr. Robertson as soon as possible.

Y. M. C. A. opens at 9:00 a. m.; closes at 9:30 p. m.

---

Corner—"This war is getting worse every day."

Warner—"How is that?"

Corner—"I see that Pershing reports two deaths in the Quartermaster Corps last week."

Warner—"Terrible. How did it happen?"

Corner—"One poor chap choked to death on Post Toasties and the other had a sack of flour fall on him."

*—The Strut, Ft. Worth, Texas.*

## WAR CAMP COMMUNITY SERVICE

"The Connecting Link Between the Soldier and Indianapolis.

**Walter P. Pfaff, Executive Secretary, Representing War Department Commission on Training Camp Activities. 441 Lemcke Annex Phone: Main 1840**

Charlotte Galpin has just come with the War Camp Community Service. She will be in charge of Girls' Activities.

A new information booth has been established at the Traction Terminal. Tell your visiting friends to "go there first" when arriving at Indianapolis over trolley.

War Camp Community Service is planning to rent a building at College avenue and 42nd street for dancing and recreational purposes. An information booth with free telephones has already been established.

Harry A. Porter, Assistant Secretary of the Indianapolis War Camp Community Service, has been loaned to the United War Work Campaign for a period of three weeks. Harry's going to make 'em sing and give.

## The New Soldiers' Club

The "Red Circle Soldiers' Club" will be the name of the new hotel for soldiers which will be opened early in November. The Building is now being renovated, remodeled and redecorated. There will be writing-rooms, social parlors and a ladies rest room on the first floor. The lobby of the second floor will be fitted as a lounging room. The hotel when, completed, will furnish sleeping quarters for one hundred men. Every room is an outside room. This will be your club. Use it whenever in the city. You may drop in to take a bath and there will be no charge. Later there will be a restaurant and other forms of service which the soldier will appreciate. Rooms for the night will be rented at fifty cents each. A slight additional charge will be made for rooms with private bath. Watch future announcements for the opening. This will be the finest soldiers' hotel in America when completed. The club is located at 130 East Ohio street.

RECORD OF INFLUENZA AND PNEUMONIA CASES AT AVIATION REPAIR DEPOT, SPEEDWAY, INDIANAPOLIS, IND., FROM FIRST APPEARANCE OF DISEASE.

| | New Cases | | Discharged. | | Deaths. | | Total to Date. | | Daily Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Inf. | Pneu. | Inf. | Pneu. | Inf. | Pneu. | Inf. | Pneu. | Inf. | Pneu. |
| October 6..... | 2 | 2 | .. | .. | .. | .. | 2 | 2 | 2 | 2 |
| October 7..... | 7 | .. | .. | .. | .. | .. | 9 | 2 | 9 | 2 |
| October 8..... | 2 | .. | .. | .. | .. | .. | 11 | 2 | 11 | 2 |
| October 9..... | 1 | .. | .. | .. | .. | .. | 12 | 2 | 12 | 2 |
| October 10..... | 2 | .. | 1 | .. | .. | .. | 14 | 2 | 13 | 2 |
| October 11..... | 3 | .. | 1 | .. | .. | .. | 17 | 2 | 15 | 2 |
| October 12..... | 1 | .. | 2 | .. | .. | .. | 18 | 2 | 14 | 2 |
| October 13..... | 1 | .. | 1 | .. | 1 | .. | 19 | 2 | 13 | 2 |
| October 14..... | 1 | .. | 4 | .. | .. | .. | 20 | 2 | 10 | 2 |
| October 15..... | .. | .. | 4 | .. | .. | .. | 20 | 2 | 6 | 2 |
| October 16..... | .. | .. | 1 | .. | .. | .. | 20 | 2 | 5 | 2 |
| October 17..... | .. | .. | 1 | .. | 1 | .. | 20 | 2 | 3 | 2 |
| October 18..... | .. | .. | .. | .. | .. | .. | 20 | 2 | 3 | 2 |
| October 19..... | .. | .. | .. | .. | .. | .. | 20 | 2 | 3 | 2 |
| October 20..... | .. | .. | .. | .. | .. | .. | 20 | 2 | 3 | 2 |
| October 21..... | 1 | .. | 1 | .. | .. | .. | 21 | 2 | 3 | 2 |
| October 22..... | .. | .. | .. | .. | .. | .. | 21 | 2 | 3 | 2 |
| October 23..... | .. | .. | .. | .. | .. | .. | 21 | 2 | 3 | 2 |
| October 24..... | .. | .. | .. | .. | .. | .. | 21 | 2 | 3 | 2 |
| October 25..... | .. | .. | .. | 1 | .. | .. | 21 | 2 | 3 | 1 |
| October 26..... | .. | .. | 1 | .. | .. | .. | 21 | 2 | 2 | 1 |
| October 27..... | .. | .. | 1 | .. | .. | .. | 21 | 2 | 1 | 1 |
| October 28..... | .. | .. | .. | .. | .. | .. | 21 | 2 | 1 | 1 |
| October 29..... | .. | .. | .. | .. | .. | .. | 21 | 2 | 1 | 1 |
| October 30..... | 1 | .. | .. | .. | .. | .. | 22 | 2 | 2 | 1 |
| October 31..... | .. | .. | .. | .. | .. | .. | 22 | 2 | 2 | 1 |

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**MONOGRAM**

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## REQUEST MADE FOR MORE OBSERVERS

### Applicants Subjected to Rigid Physical Examination

Referring to General Pershing's recent request for more airplanes and balloon observers, the Division of Military Aeronautics announces to applicants the qualifications necessary for this work and what the supplementary course of instruction will be after the candidate has been accepted. The statement follows:

1. The civilian applying for training as aerial observer is subjected to a rigid physical examination. The policy of the Air Service has been to accept only those individuals who are free from physical defects that might interfere with their efficiency in the air. Observers are required to take the same physical examination as pilots. In view of his responsibilities and those duties which bring him in contact with officers of the line, often of high rank, importance is also attached to the intellectual and educational qualifications of the applicant.

2. The applicant is first sent to a ground school where he receives instruction on general military matters as is necessary to fit him to be an officer of the Army. Formal close order and physical drill also form an important part of this stage of his training. In addition he commences his work in wireless telegraphy, in the interpretation of aerial photographs and on machine guns. An effort is made at this time to eliminate those not suited to the work in question and to give those selected a grounding in the subjects of their later advanced training. The ground school course will last about eight or nine weeks.

3. After completing this work successfully, the student will go to one of the Schools of Fire; that of the Field Artillery is at Fort Sill, Oklahoma, and that of the Coast Artillery is at Fortress Monroe, Virginia. At these schools the regular course for Artillery Officers will be given, except that subjects not of use to observers will be eliminated. Each of these schools require knowledge of mathematics. The course at Fortress Monroe is more technical than that at Fort Sill, as it deals with heavy guns, and an effort is made to select for the Coast Artillery course those students who have had advanced mathematics. At each school the course is seven weeks.

4. The students completing the Artillery course will go immediately to the Observers' Schools at Fort Sill or Langley Field. There they will take up again the work on machine guns and complete their training in aerial photography, and wireless telegraphy. Their first flights are made at these schools; and before they leave them they are competent to execute any of the duties of an aerial observer, that is, reconnaissance, the taking of aerial photographs, surveillance and hostile zones, the observing of artillery fire, and infantry contact patrol work. This course will be about five weeks.

5. To complete their training and just before going overseas, students will be sent to Selfridge Field for a three weeks' course in aerial gunnery. This includes firing at targets from the air, together with combat work between airplanes with the so-called camera gun to train the student so that in case of a Hun attack he is able to defend both himself and his pilot. The facilities at Selfridge Field are such and the instruction so arranged that this work is able to be finished in three weeks.

6. No definite limit has been placed on the age of observers. Men have been trained successfully for this work who have been older than pilots but what is absolutely required, no matter what the age, is quick and accurate thinking, sound judgment, clear and forcible expression and truthfulness.

## CHANGES IN PERSONNEL

(Continued from Page 1.)

Pvt. H. Taylor, Pvt. A. C. Tenny, Pvt. F. C. Thompson, Pvt. L. L. Thornton, Sergt. L. D. Browning.

Sergt. L. L. McNabb, Corp. A. S. Walden and Pvt. W. H. Phillips were also detailed to go to Alabama, but were in the hospital and will follow later.

These soldiers were given a good send-off by their comrades Tuesday when they left, by having the Speedway band out to play a few pieces to let them know we were glad to have their friendship and to wish them good luck at their new location.

### New Men From Montgomery

The following men from Montgomery, Ala., arrived on Tuesday, October 28th, to take the places of those transferred to Montgomery, Ala.:

Pvt. Houston H. Land, Pvt. Robt. C. Bracken, Pvt. Fred Clapsaddle, Pvt. Stanley S. Boyd, Pvt. Roland A. McEwan, Pvt. M. A. Lipnick, Pvt. John F. Keefe, Corp. Robt. D. Bruce, Pvt. 1st Cl. Endsley V. Teets, Pvt. 1st Cl. Frank Winn, Pvt. Walter Case, Pvt. Dixon R. Bryan, Pvt. Marion S. Frazell, Pvt. John C. Swartz, Pvt. Edward W. Sheehy, Pvt. Frank Linquist, Corp. Nicholas Hudson, Corp. Lee J. Niederberg, Pvt. Mike Pappas, Pvt. Charles Tadduni, Pvt. Silver J. Pulaski, Pvt. Stanley J. Laskowski, Pvt. Charles Franklin, Pvt. Ellwood J. Miller, Pvt. Jos. W. Gonzalves, Pvt. Louis L. Nix, Pvt. Nezbit F. Peck, Pvt. Wm. H. Stonick, Pvt. Turner A. Sowell, Pvt. 1st Cl. Thuron N. Atherly, Pvt. George D. Crooker, Pvt. Wm. J. Deschesne, Pvt. Norris A. Maley, Pvt. Wiley W. Blackaby, Pvt. Norman E. Glenn, Corp. Lloyd D. Waters, Pvt. C. C. Hullinger, Pvt. Arthur E. Kennedy, Corp. Ralph C. Padgett, Pvt. James T. Lugar, Corp. John Fleischauer, Pvt. Harold C. Bowen, Pvt. Oscar E. Brodeur, Pvt. Rocco A. Breese, Pvt. William A. Roberts, Pvt. 1st Cl. Howard N. Bascom, Pvt. Johannes Hoogterp, Pvt. Kay A. Hughes, Pvt. Lloyd R. Johnson, Pvt. Fred F. Stafford, Pvt. Ralph Del Vecchie, Pvt. Leo H. Williams.

We are glad to welcome the Alabama boys to our Post and know that they will appreciate the Speedway as their home, and also the friendship extended to them.

### New Arrivals From California

Fifteen men also arrived from Sacramento, Cal., Tuesday, to be stationed at this Post. They were especially sorry to miss spending the winter in California, but are all good soldiers and are not complaining. They are:

Sergt. Smith O. Knode, Sergt. Idane B. Pierce, Pvt. 1st Cl. Raymond G. Tellier, Pvt. 1st Cl. Harry H. Willett, Pvt. 1st Cl. Howard D. Watkins, Pvt. Walton E. Crow, Pvt. Frank J. Machajewski, Pvt. Alfons W. Binting, Pvt. Paul D. Troutner, Pvt. William T. Dunlap, Pvt. 1st Cl. Irby Downey, Pvt. 1st Cl. Harry E. Wilson, Pvt. 1st Cl. Dale R. Brougher.

THE POWER TWINS

GIVE YOU POWER, MILES AND SPEED

*Fill Your Tank With* RED CROWN

*and Your Crank Case With* POLARINE

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

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They are for sale everywhere—and they are the same wherever you buy them.

Drink COCA COLA and YUNCKER'S SODA

Its The Name That Tells

There's a World of Satisfaction in Buying Universally Known Products. It Inspires Immediate Confidence When You Look Into a Hat and See the Name "DUNLAP"—at a Watch and See the Name "HOWARD". You Don't Have to Be Told About the Quality of Such Products. In Every Line of Merchandise There's a Name That Stands Out Above All Others.

When it Comes to Cutlery, Tools and Paints, the Name "VAN CAMP" Means Everything—Prestige, Quality, Service and Satisfaction—and VAN CAMP PRODUCTS Cost No More Than the Unknown Makes.

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POLK'S MILK

More Than a Drink A Real Food

## "NIGHT AIR RAID" MADE ON CAPITAL

### Flier From Bolling Field Drops Colored Lights—Searchlights Follow.

Washington was given its first sight of night airplane on the night of Oct. 27, when Lieut. Z. P. Lee flew over the city for nearly an hour in an illuminated plane, dropping colored lights on the river and being played upon the while by searchlights from the War College.

Observers in all parts of the city sighted the plane shortly after 8 o'clock, as it rose from Bolling Field and came over Anacostia to the city. The plane bore three lights, one on the end of each wing and one at the tail of the plane.

Ten minutes later the searchlights at the War College threw their rays on Lieut. Lee and his bright craft, and after that he was literally in the "spotlight" all the time, with the exception of moments when he dropped colored lights.

These moments seemed to be signaled to the War College by a rapid winking of the two wing lights. Then the searchlight rays would be withdrawn and Lieut. Lee would drop his "bombs," now a green light, now a red, now a white one.

### Plane Gleams in Light

The nocturnal aviator attained a height of about a mile and a half at his highest altitude, making the short flight of his "bombs" before they disappeared seem puny indeed. While in the air—and in the searchlight beams—Leut. Lee performed some of the simpler air tricks, which made his bright plane gleam silver in the rays. The planes of the airplane stood in bold relief and were plainly visible to observers.

Hundreds of persons went to Potomac Park and the Monument grounds to witness the flight, and at the latter place soldiers with anti-aircraft guns went through mimic evolutions. Spectators thronged the roofs of the higher of the down town buildings and stood on the streets to see the first airplane ever to fly over the National Capital at night. The bright plane was plainly visble from the surrounding suburbs.

### Flares Dropped on Field

Two "flares" of about 26,000 candlepower were dropped on Bolling Field, but were scarcely visible from the city proper. Owing to the fresh wind it was not deemed advisable to drop the "flares" on the city, as it had been hoped the aviator might do. The flares floated with parachutes, and burned about three minutes.

Lieut. Lee headed his plane for Bolling Field shortly before 9 o'clock, and landed, still in the rays of the searchlights, without mishap. A second lighted plane was sent up about 8:25 o'clock, but was forced to land after being in the air about a minute. A second trial also came to a speedy end, owing to engine trouble, and the plane abandoned the attempt. The landings were made safely.

Lieut. Lee is of Toledo, Ohio, and is one of the three young officers who flew to Washington from Texas last week. The other two officers are Lieut. C. N. Cone of Delaware, Ohio, and Lieut. W. D. Bancker, Jr., of Indianapolis. The men are experienced in night flying.—*Washington Star.*

## ROOSEVELT GIVEN RELIC OFF LATE SON'S AIRPLANE

NEW YORK, Nov. 1.—Col. Theodore Roosevelt was presented recently with a portion of the seat of the airplane which his son, Lieut. Quentin Roosevelt, was killed in while flying in France. The gift was made by Arthur E. Hungerford, a returned Y. M. C. A. official. Parts of the plane were discovered on the flyer's grave after the Germans had been driven from that sector.—*Indianapolis Star.*

## HERE'S A JAWBREAKER, WELSH, NOT RUSSIAN

PARIS. Nov. 1.—Names of French towns have been difficult enough for pronunciation, but a Yankee back from Blighty says he'll never grumble again at their verbal twists. He was up in the edge of Scotland, and near his resting place was a village the name of which he spelled and didn't attempt to pronounce it: "Geodha-na-gobhlachen Duibhe."—*Indiana Daily Times.*

# KAHN UNIFORMS

## Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

KAHN-TAILORING-CO
OF-INDIANAPOLIS

Sold At
Kahn Building,
Washington and
Meridian Sts.

Tailored at
Kahn Factory,
St. Clair St. and
Capitol Ave.


## HANEY'S SQUIRREL FOOD

Germany is just like Holland in that it is a low lying country and dammed all around.

Fatty Kennard wants a transfer; he is going to join the "Tanks".

How's this, Cook Baldwin? If the K. P.'s and cooks were shooting dice and some one threw seven, would Bald-win? (Officer, he's in again!)

Doctor—"I'm sorry, son, you can't be a flyer, because your eye sight is bad."
Percy Dear—"Well, then, if I can't fly, I hope your old war is a failure."

What is the definition of camouflage? Answer: Mess Sergeant Hayden.

I have made up my mind to be a flyer if I have to take all my wife's money and my $13.50 and buy a plane.

Harry Morrow asked Barber Bryant if he had any hair tonic that would grow hair on a billiard ball.
"Sure, I have," answered Bryant.
"Well," answered Harry, "why don't you try it on your head."

Private Tarvin says, "There's only two real bad men on this Post, and I'm both of them."

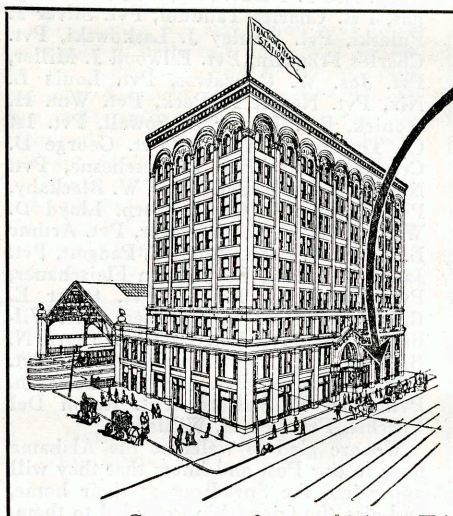
Some of these jokes are not new, but give me credit for having a good memory.

Stokes Brown says he comes clean from Georgia. He's the only fellow I ever saw "come clean" from there.

When you walk out the gate and look up at Old Glory, you can say, "You're a grand old flag and the wind is the only thing that can whip you."

Slim Carter says he will vacate his present office November 15th, unless detained on account of special duty. Yes, the "for rent" sign goes on the door.

There is a new play in New York called "Three Faces East." I would rather see three aces feast!

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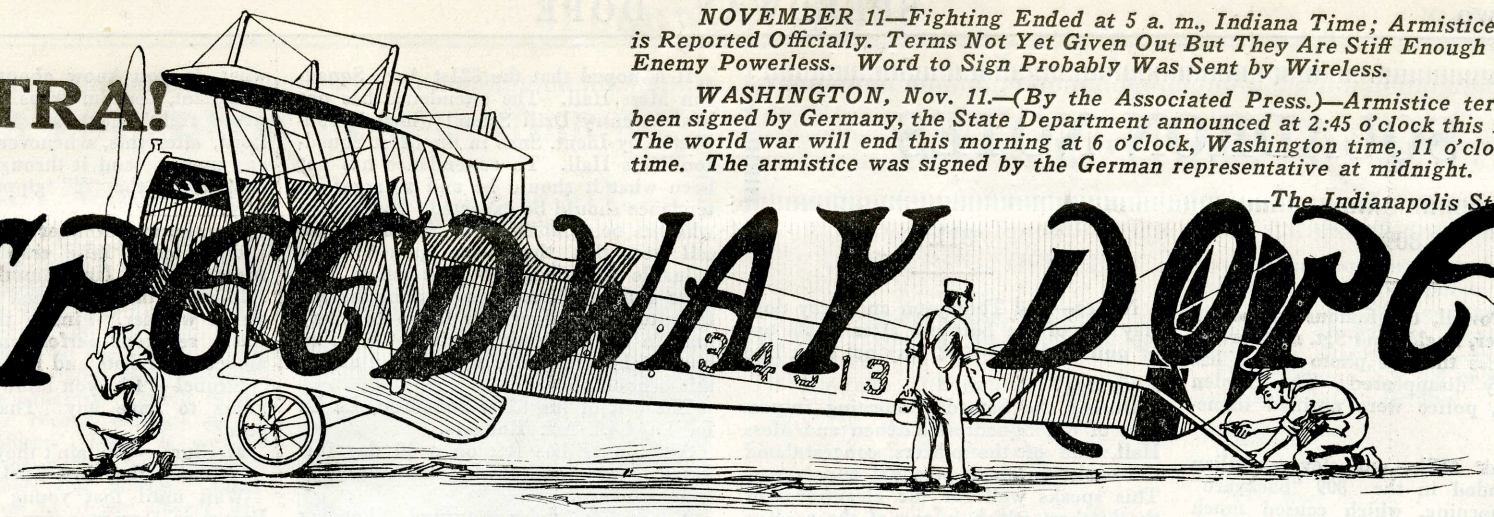
# GERMANY SURRENDERS!

**EXTRA!**

*NOVEMBER 11—Fighting Ended at 5 a. m., Indiana Time; Armistice Signing is Reported Officially. Terms Not Yet Given Out But They Are Stiff Enough to Leave Enemy Powerless. Word to Sign Probably Was Sent by Wireless.*

*WASHINGTON, Nov. 11.—(By the Associated Press.)—Armistice terms have been signed by Germany, the State Department announced at 2:45 o'clock this morning. The world war will end this morning at 6 o'clock, Washington time, 11 o'clock Paris time. The armistice was signed by the German representative at midnight.*

*—The Indianapolis Star.*



# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Nov. 9, 1918 | Number 7

## THE UNITED WAR WORK CAMPAIGN

"Y" Secretary Finds Relief Work Among Soldiers on Battle Front as Necessary to Keeping Up the Morale of the Soldiers.

Mr. R. A. Basham, Y. M. C. A. Secretary, who recently returned from the front, addressed the soldiers of the Speedway, Wednesday at 12:30, presenting the work that the Y. M. C. A. is doing in Europe in a most entertaining and enlightening manner. Mr. Basham went across first as an ambulance driver, later going into the "Y" work, where he had some thrilling experiences while carrying on relief and entertainment work among the soldiers at the front.

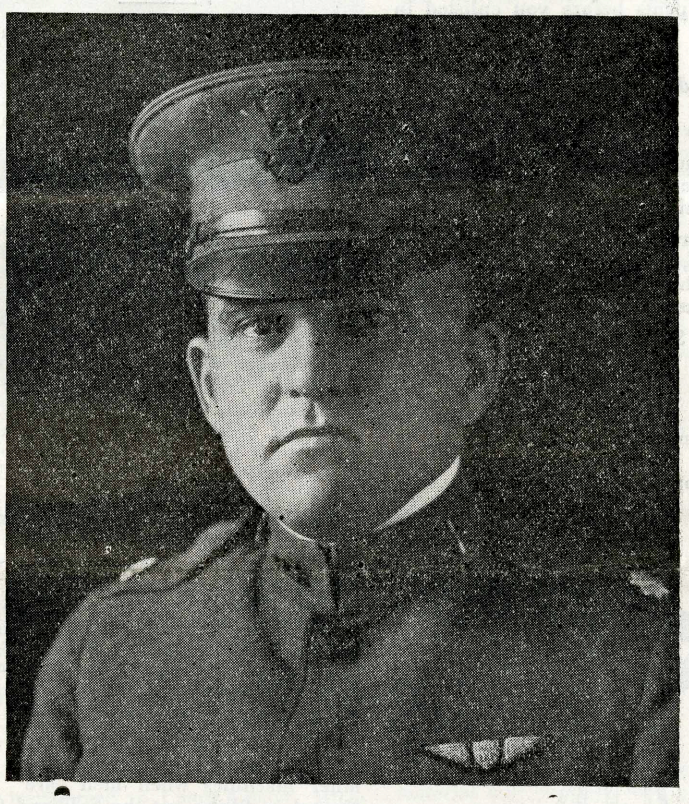
Captain William Menkel was chairman of the meeting and gave a brief outline of its purpose, which was to present the aims of the United War Work Campaign in raising $170,000,000 to be divided among the seven co-operating organizations which are working for the welfare of the soldiers. It was clearly stated that no pressure of any kind was to be brought to bear to secure subscriptions among the soldiers. Capt. Menkel introduced Father Duffey, who spoke briefly regarding the soldier's life.

Father Duffey was then followed by Mr. Basham, who was undoubtedly one of the most entertaining speakers who has ever visited the Post, for he has worked with the soldiers in France until he has their point of view. For an hour or more he held the attention of the boys with many intensely interesting stories of life at the front. The "Y" is the means of bringing the boys back to their former jolly attitudes after they have undergone the depressing influence of shell fire for hours at a time. He told of having established a hut at an abandoned town in France in advance of the arrival of 10,000 of the American boys. When they arrived late at night after several days of marching through rain and bad weather, and saw the illuminated triangle, a shout of joy burst from every man, indicating just what the "Y" means to soldiers under such circumstances. It meant in this instance that they had a friend among them upon whom they could depend to connect them with the big world they had left behind.

It is only through these welfare organizations that musical instruments, athletic parapherinalia, etc., are provided and are the means of keeping up the morale of the soldiers. At one place Mr. Basham told of having secured a piano from a family living three miles from camp. Upon the announcement of the fact a hundred men went after it and played it all the way to camp and upon its arrival the best musicians began pounding out the latest pieces and the spirits of the entire organization was soon at a high pitch. As another illustration of the serious need of such work at the front he told of one lad who had been brought in affected apparently by shell shock and had lost all consciousness of himself and his former relationships. He had set around the "Y" building for some time but was not able to talk. In the evening when a Victrola was started he immediately became attentive, and his first words were, "Oh, hell, they sell those things at home." After that first sign of recovery, he was soon all right and entirely himself again.

## LT. COL. AUGUSTINE W. ROBINS

District Supervisor, Northern District of the Department of Military Aeronautics



Colonel Robins, the District Supervisor for the Northern District of the Department of Military Aeronautics, which includes the Speedway Aviation Repair Depot, began his military career at the United States Military Academy, West Point, N. Y., in July, 1903, graduating in 1907. He was assigned to the Twelfth Cavalry, and served at Fort Oglethorpe, Georgia, for about two years. From there he went to the Philippine Islands, then to China on a mapping detail. A second trip to China followed soon after. On his return to the United States again, he was stationed at Fort Robinson, Nebraska. In August, 1912, he was detailed as instructor in mathematics at West Point. The following year he went to Fort Meade, South Dakota, where the Twelfth Cavalry was stationed.

In April, 1914, when troops were sent to Fort Wingate, New Mexico, to guard Mexican prisoners, Colonel Robins, then a 1st lieutenant, was sent with part of the Twelfth Cavalry. A little while later he saw service in the coal strike district in Colorado, where he remained until December, 1914. February, 1915, saw him again at Fort Meade, South Dakota, with his old organization, the Twelfth Cavalry.

In the same year Colonel Robins took the courses in riding and horseshoeing at Fort Riley, Kansas. When Villa's famous raid brought troops down to the border, Colonel Robins went to Hachita, New Mexico on duty with the Twelfth Cavalry. He was promoted to a captaincy in March, 1917.

Col. Robins next saw service as a quartermaster at Columbus, New Mexico, for about a month, at the end of which time he was detailed as a major in the Aviation Section of the Signal Corps, and was assigned to duty at Scott Field, Belleville, Illinois. In December, 1917, he went to Park Field, Memphis, Tenn., remaining there until June, 1918, when he returned to Scott Field. He was promoted to Lieutenant-Colonel August, 1918 and was appointed District Supervisor for the Northern District of the Department of Military Aeronautics in October, 1918, with headquarters in Indianapolis.

## UNFOUNDED PEACE REPORT

The premature news of an armistice was celebrated by the Speedway boys with the wildest enthusiasm. The band was called out in the afternoon and the men were released from the shops by the call of the serene. Later in the afternoon three truck loads of soldiers followed by trailers went to Indianapolis to take part in the celebration. It was everybody's opportunity to see who could whoop the loudest and carry the biggest banner and flag.

The few unfortunate boys who failed to get their passes were so disappointed that life at the post was very quiet in the evening, but livened up again as soon as the boys began coming in. There was little chance to sleep in the barracks until long after the lights went out in spite of the news that the report was unfounded.

## 811 AGAIN BRINGS HOME THE BACON

811 again brought home the bacon in the inspection Saturday, November 2, 1918, and are now waving the efficiency flag. The cooks of 811 are trying to take all the credit for having won the flag this week because of their fine personal appearance. But there must have been some other men in the Squadron who deserve a lot of credit, for it takes a lot of work under the present rulings to win first place at the weekly inspection.

The rating was as follows:
First—811th Squadron.
2nd—821st Squadron.
Third—810th Squadron.
Fourth—809th Squadron.

## SPEEDWAY PUGS MEET CAMP TAYLOR NOV. 23

Lieut. James J. Snee, Athletic Director, announced that the big boxing tournament between the soldiers of Camp Taylor and the soldiers of the Speedway Aviation Repair Depot would be held at Tomlinson Hall, November 23, 1918.

Many tickets have been sold and many more are being disposed of. The best fighters from Camp Taylor will be put up against our best men, and as they have been given a lot more time to get into condition by the postponement of the first date, this event will be a big drawing card.

These bouts will give the fans plenty of action. Curley and Metrie will put on a bout that should be a scorcher. Metrie was given the decision over Curley in the last show, despite the fact that the local fighter was said to have shown the most stuff. Wiggins will meet Hugh Ross, while Frankie Mason will go against Solly Epstein. Packy McFarland, boxing instructor at Camp Taylor, has signified his willingness to box any soldier. Patsy MsMahon may be selected to battle Packy.

## LIBERTY MOTOR RECORD TRIP

NEW YORK, Nov. 8.—A DeHaviland airplane with a 400-horsepower Liberty motor, piloted by Signal Electrician Elmer J. Spencer and carrying Maj. M. J. Boots as a passenger, established yesterday what is believed to be a new nonstop record for this country in a flight from Selfridge Field, Mt. Clemens, to Yonkers, N. Y., more than 700 miles, in four hours and thirty minutes. Leaving Mt. Clemens at 11:40 a. m., they landed at Yonkers at 4:30 p. m.

The fact that the flight had been made became known today when starting for Mineola Field, Long Island, their machine struck a tree as it rose from the ground and was badly damaged. The aviators escaped uninjured.

An average speed of 144 miles an hour was made in yesterday's flight with a maximum altitude of 9,000 feet. The route after leaving Mt. Clemens was over Toronto, then following the Adirondack Mountains and the Hudson River to Yonkers.

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# SQUADRON NOTES

## 809.

Walter Powell, the famous cartoonist, photographer, bugler and Sgt. mail orderly, announces that his photo album has mysteriously disappeared. The Garden City, L. I., police were notified immediately.

Mr. Frank Mills, our clever civilian aviator, landed in the 809 "backyard" Tuesday morning, which caused much commotion in the barber shop and put a stop to a perfectly good argument.

There has been much sickness in the city recently according to the numerous requests for midnight passes. The theaters also did a rushing business.

Ex-Sgt. Pierce received a box of cut flowers through the mail, and he can't figure out whether it was meant for an insult or a joke.

According to statistics gathered from numerous 'phone calls from the fair sex in the city, it has been discovered that there are 148 sergeants in the squadron and 4 M. S. E.'s.

The Edison phonograph went on a strike this week and utterly refused to play anything except "I don't want to get well." Sgts. Crooks and Sammons repaired it and had enough parts left to make a perfectly good Victrola.

"One Eye" Husted and "Peg Leg" Clavey are recovering slowly from injuries received from various sources. Besides these two casualties, seventy-two men were reported missing Wednesday morning. Fresh troops are being rushed to the front from Alabama and California.

Have you noticed the pleats in Cooper's shirts? That's the way they are worn in Delaware, and the style will soon be adopted in the United States.

## 810.

Evidently a misprint in last week's issue, as 810 has often won first place on Inspection, even before the flag was raised. Why, even now when the Post is to be policed 810 is called on, some say because of a pay envelope being found, but that must be a mistake, as we found eleven of 811's and four of 809's.

When the Post was under quarantine a terrible epidemic arose, its chief symptom being a wild and straggly growth of hair on the upper lip. Some called it *quarantinitis*, but a slight application of city air has had a very beneficial effect, as this disease is disappearing rapidly now, and soon we hope to be able to announce a complete cure.

We didn't have a chance to say much last week about our new men, but a remark of one, Sugar by name, will show that they are there all right. "Speaking of towns," he said, "give me Indianapolis. Why, here we all have to carry sticks to keep the girls away."

Congratulations, RED, but you know what Crowder said—there are but three things in life, BIRTH, MARRIAGE and DEATH, and as you have had the first two, there is now nothing left in Life but to prepare for the third.

Poor Scotty Bradford has the sympathy of the entire Squadron. Now that his gang has left for Alabama he actually has complained of feeling tired from work.

The boys are all wondering just what Oldfield was doing in the backyard last Sunday night.

The OLD guards are having terrible times these days trying to explain to the fair sex just why their hands are so rough these days.

We welcomed back two members of our Squadron recently—Phillips, from a farm furlough, and Tom Musick, one of our first and original Squadron, who has been touring the country. "Just one camp after another," said Tom.

## 811.

Notice—Red Thompson and stray dogs stay out of the barracks after lights out or quit barking. Red, why not bark like a big dog?

During the Saturday morning inspection of 811 Squadron Kitchen and Mess Hall, one of the officers congratulated the cooks on their personal appearance. This speaks well for the cleanliness of the kitchen, which is one of the reasons why we are displaying the efficiency flag this week. 811 Squadron has never been below second place, and has held first place more times than any other Squadron on the field.

Great sorrow—turn in your rifle, boys. We were getting quite efficient in the use of them excepting "Shorty" Mallard, who went along just fine until some one would help him "port arms." Cheer up, "Shorty," we know it was because you are small, but you did quite well for a little boy. There is a question among the boys of the squadron whether you wore short pants before you enlisted in the service.

Corporal Blane returned this week from a ten-day furlough. We desire to express our deepest sympathy in the death of his brother.

Private Jackson left for Keesport, Pa., on a five-day furlough to attend the funeral of his uncle.

Private Frank Sullivan was called to South Bend, Ind., to attend the funeral services of his brother. He was granted a ten-day furlough.

Corporal Shaw received a seven-day furlough to visit his father, who is seriously ill.

Now that the K. P.'s are required to have their nails manicured and hair dressed, it is suggested that this uniform be adopted:

Private Haney, entertainer and dancer, was transferred to the 821st Aero Squadron the first of the week. Your old friends in the kitchen miss you, Haney, also Sergeant Hayden. It you meet some good talent in your show don't forget the old 811 boys.

Privates Louis Rinaldo and Frank Sgro, transferred to Air Service unassigned, left the Post this week.

M. S. E. John H. Spicer has received his commission as 2nd Lieut. A. S. A., and ordered to report at Chanute Field, Rantoul, Ill.

## 821ST AERO SQUADRON.

Top Sergeant Loyd addressing the squadron the morning of inspection informed the men that the cots were to be fixed for inspection the same as they had been in the future. And then he wondered why everybody laughed.

Ask Tom Shaw how many barracks bags were in Gus White's locker. The argument has arisen between Fishbein and Shaw as to whether there were fourteen lockers in one barracks bag or whether it was fourteen barracks bags in one trunk. A brown derby will be given to the one giving the correct answer to this argument.

It is hoped that the 821st Aero Squadron Mess Hall. The attendance has not next Infantry Drill School which is conducted by Lieut. Snee in the 821st Squadron Mess Hall. Th eattendance has not been what it should be and a larger attendance should be expected. Every man who has been attending these classes will tell you that they have gained some valuable knowledge by attending this class and as Lieut. Snee is donating his time to aid the men, it is up to every man in the squadron to give at least an hour of his time once a week and attend this school.

The call of the 821st Squadron, La La La La La. Ask Rodgers.

Sgt. Stoner has left on a 10 day furlough. We wonder what the attraction is in Chicago.

M. S. E. Kreger returned Thursday evening from Mason City, Ill., where he spent a five day furlough.

The new drinking fountain finally arrived and will be installed soon in the barracks.

Pvt. Earl Laughlin, Corp. John H. Wernke, and Pvt. Frank Johns were given five day furloughs to visit their homes in Indianapolis, Cincinnati and Sandusky, Ohio, respectively. They will return Sunday.

## HEADQUARTERS NOTES

Donald Miller, stenographer in the Sergeant-Major's office, wants to know what's become of the corner cigar store where a fellow could drop in at night and play the punch board for ten cent cigars, of course reserving a nickel for a five-center in case of the unexpected.

Sergeant-Major Marsh is bothered terribly by so many telephone calls from the ladies. He would like to devote all his time to his sweetie, but just can't be cross with the rest of them and tell them how he feels about it. It might be a good idea to have a private secretary to answer the calls.

Lieutenant Goodrich is now handling the Motor Transportation work for Captain Laughlin, who is transportation officer. All orders for transportation now go through Lieut. Goodrich, whose office is in the Personnel Office at headquarters.

First Lieut. Wm. H. Fitzpatrick, Jr., A. S. A., was assigned to this Post from Washington, D. C., and arrived here Friday, Nov. 1st, to report for duty.

Sergeant McBride was called away last Friday, Nov. 1st, to the home of his parents in Texas by the illness of his father. He will return Saturday, November 16th. He is greatly missed from the Sergeant-Major's Office.

We learn a great many things about gasoline engines and automobiles and other machines when men are interviewed in filling out the Soldiers' Qualification Record. Some new definitions are given by Lieut. Goodrich, as follows:

Q. What is a four stroke cycle engine?

A. When a crank case revolves around a cylinder four times before stopping.

Q. In generating electricity at the power house where you worked what electrical machines manufactured the electricity or juice?

A. Dime-e-oes.

The Airplane rookies didn't have to look through the skylight to see 810 (Soldiers) police the grounds Tuesday noon.

Passing by the Engineering Office at certain times each day, one will notice Corp. Goar gesticulating and talking to himself, and would readily doubt his sanity. One need not be alarmed, however, as Goar is only rehearsing for the new show.

## MEDICAL NOTES

Leedom was very despondent as he sat in front of his quarters, in fact he was almost in tears. He was broke. Some of the boys came along and inquired, "Why all the sob stuff?" "'Tis a hell of a country to be broke in," says Leedom. As he is a good Christian, the boys advised him to ask the Lord to send him some money. Leedom was a little slow of comprehension. He studied some time over it and finally decided to address a letter as follows: "Dear Lord, care Y. M. C. A.: I'm broke; have always done my duty as a soldier and would you please send me a hundred?" The officers around the Y. M. C. A. thought it a good joke, so they made up $50.00 and sent it to him. When he received the fifty, he said, "I'll be damned, what do you know about that?" Very indignant, Leedom grabs some paper and wrote right back as follows: "Dear Lord, after this, whenever you send me any money, send it through the Post Exchange, as the "Y" gipped me out of fifty."

Mouche and Webber arrived in France and started a little crap game; soon there were a large number of French soldiers gathered around them, looking on in wonder. Finally they decided it was a religious performance and all removed their hats and bowed their heads.

Strobel—"Did you know Germany isn't going to have any Thanksgiving this year?"

McClure—"No, ain't they; why?"

"Because they lost Turkey."

Wait until that young lady that McBrown is corresponding with comes out here to see him. Well, I wouldn't mind being at the station when she gets off the car. Oh, you would have to know Mack and the girl to get the laugh.

Why is the American flag like the stars in heaven?

Because all the nations have to look up to them.

Haney has quit singing the blues now since he went to work in the engineering office as "draft" clerk—opening and closing the windows. Some draft, ha!

Hutcheson is always taking the joy out of life. He is thinking about getting another furlough. Go to it Hutch, old boy. You'll never get the guard house for thinking. But please don't think out loud.

## AERO SUPPLY

Sergeant Stafford, who has been in charge of the warehouse at the Aero Supply for some time, has now been assigned to the shops and "Tuffy" Hannon has taken his place in the warehouse.

Several of the Squadron Supply Sergeants have been assigned temporarily to the Aero Supply to learn supply work in connection with aviation.

Duke Spridgeon received a 24-hour pass recently. We are wondering if he got married while away.

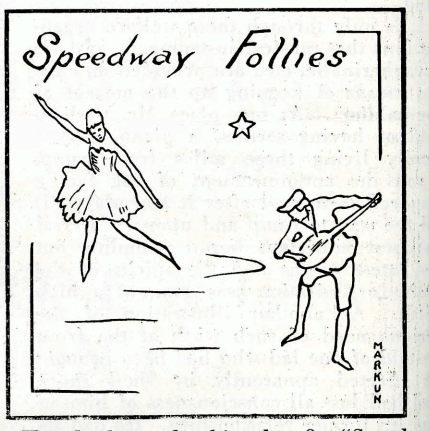
Unk Newton was accosted by a young lady Saturday in the Terminal Station who mistook him for a friend of hers. Newt became so fussed that by the time he was ready to explain who he was the young lady had gone. Newt is now trying to tell how it happened. Ask him.

Lieut. Hamman has informed us that Pomilio Bros., our next door neighbors, have opened a "spaghettiria" (Italian for Cafeteria), and are ready for business.

Our two statisticians—the ones who make scratches on cards—got into a "turrible" argument, with the result as below:

AGREEMENT—This agreement is on the order of a bet and the conditions are as follows: If Germany signs an armistice on or before November 18th, 1918, Royal Trisler agrees to roll one navy bean from the Officers' kitchen to the main gate, and if Germany does not sign by that time, Herbert Selig agrees to roll the bean as above. The bean to be rolled with a toothpick. The bean to be rolled November 11th, noon, or in case of rain on that day or for any reason the bet cannot be paid on that day, to be paid as above on the 20th or such succeeding day as may be possible. Signed this 4th day of November, 1918. Royal G. Trisler, Herbert Selig. Witnesses: Julius Malkemus, John C. Hufford, Bert Setzer.

Let's all be ready for the bean rolling.




Heard about the big show? "Speedway Follies," that's it. Full of pep, snappy songs, dancing and clever, good-looking girls. (Oh, boy-e-e!)

Something new in the show line. Everybody can try for a part in it—you can try anything once. If you can't become a general—become a star.

# OUR SQUADRON COMMANDERS

## LIEUT. WILBUR T. EMERSON, C. O. of 811

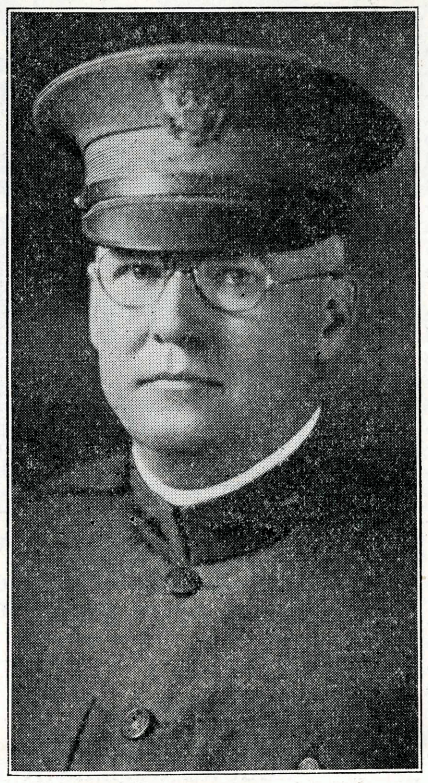
Wilbur T. Emerson, 1st Lieut. A. S., S. C., is the commanding officer of the 811th Squadron, popularly known as the efficiency squadron of the post, inasmuch as it has flown the efficiency flag more frequently in front of its barracks than any other squadron. Much of the credit for this record belongs to its commanding officer. There is perhaps no officer on the post better known to the enlisted men and officers. Lieut. Emerson is one of those officers who runs his squadron personally in all departments. He is not only a good drill master, but an excellent mess supervisor. In spite of the fact that he is a good disciplinarian he is popular with the boys of 811, and his frequent fatherly talks to the squadron are much appreciated.

Lieut. Emerson first became attached to 811 after it had moved from the First to the Second Training Brigade in Kelly Field. He was assigned the position of Supply Officer, and a large part of the work of equipping the men with clothing and all other necessary articles fell to his lot. That his work was well done is evidenced by the fact that 811 moved out of Kelly Field with as complete a supply of all kinds of equipment as a squadron could possibly have.

Lieut. Emerson's previous experience was that of a hotel manager in the State of Maine, where he was president of the Maine Hotel Association. This experience made him especially capable in handling men, securing supplies, and overseeing the proper messing of troops. He is an expert in purchasing supplies of all kinds.

In order to get into the war, Mr. Emerson resigned his position as manager of the Augusta House, in Augusta, Maine, and enlisted as a private in the Signal Enlisted Reserve Corps. He was ordered to General Officers' Training School at Kelly Field, Texas, completing the course there on December 23, 1917. He received his commisison as first lieutenant on January 22, 1918, and was assigned to the 811th Aero Squadron at the request of Captain Menkel.

Shortly after the arrival of the 811th Squadron at the Speedway, Lieut. Emerson was selected to open and conduct the Post Exchange at this Depot. The excellence and popularity of this institution, as well as the fact that it began to pay dividends soon after it was opened, bear witness to its excellent management. Lt. Emerson is also a member of the Special Court Martial at this Depot and of the Preliminary Board for the examination of applicants for commissions as pilots.



Lieut. Emerson was born in White Field, N. H., and his present home address is Portland, Maine. He has a wife and two children back in Portland, Me., and the one problem that bothers him is whether he will be at the Speedway long enough to have the family come here to live, or whether he will get orders for overseas soon after they arrive. His principal fear is that the war will end before he gets a chance to see service at the front.

## POST EXCHANGE NOTES

Our poet writes:

Happy days have come for us,
We are out of quarantine;
The boys all go to the city now,
And its easier in the canteen.

After hearing the "Y" lecturer tell of the many barbed wire entanglements used in trench warfare "over there," we wonder why Private Ogden has not been sent over to show the boys how to construct them properly. We are sure he'd qualify, because he took fencing lessons for two months in college.

Swisher says that after the war he's going to be an artist. We believe that's his line, as we notice he draws cigars quite well.

Sergeant Netzel, our pool champ., is now playing in a pool and billiard tournament with some of the best cue artists in the state. We don't just remember now whether he said the tournament was for the benefit of the Standard Oil Co. or the Zambezi War Brides.

The Kiefer-Stewart Drug Co. salesman, Mr. B. O'Leary, who calls on us occasionally, says the firm is experimenting with a new alarm clock which, when perfected, will be especially desirable for upstairs use, because it won't run down.

Our fat friend from the garage is some cue artist; every time he hits the cue ball the others yell "Kamerad."

## QUARTERMASTER

Richard W. Baer, alias Friday, has been transferred to Camp Custer, Michigan. The boys all wish him the best of luck and were sorry to see him go.

We stated last week that Corporal "Reuben" Smith won the first prize "throwing the bull" at the Oklahoma State Fair, and we also claim he is the champion of Speedway.

When the quarantine was lifted, Sgt. Price and First Class Private Renew rushed to town, so delighted in seeing the Monument once more, that reports show they have encircled it about 25 times.

Wanted—A nice young lady to keep company with, AFTER CHRISTMAS. Sgt. Jim B. Fallon.

During the quarantine, Sgt. Oldham was kept quite busy answering the 'phone, but we can still hear him say: "Hello, is this you, Baby?"

Pvt. Fisher—Say, Smith, why is it that "Jimmie Fallon" is such a favorite with the fair sex?

Corp. Smith—Who do you mean, the fellow from "Pittsfield" with the few whiskers?

Pvt. Fisher—That's the guy.

Corp. Smith—Well, here's the idea. He washes his teeth four times a day and parts his hair in the middle, and they know he is perfectly harmless.

If Gearke were hungry would he ask the (Price) of an (Oldham) sandwich?

Corp. Moulder says that he is going to (Renew) his subscription for the monthly Mudcreek Gazette, his home town newspaper.

CHAS. F. BRETZMAN
PHOTOGRAPHER
*Top Floor Fletcher Trust Bldg.*
Cor. Penn. & Market Sts. INDIANAPOLIS

# ENGINEERING DEPARTMENT

## ENGINEERING OFFICE

We call Crump, Lizzie, but if we call him "Tin Lizzie," he goes into high and loses his nut.

If Markun's girl wouldn't kiss him, would Shu-maker?

Goar says that the Shuberts are after him and Ziegfield wants him. We will reserve our opinion until the show is over.

We sent the orderly to the Canteen for ten cents' worth of skirmish line and he came back with ten yards of red tape.

Ye scribe has been informed through a great many sources, that our Honorable Sergeant Stedfeldt has been parading Indianapolis in a "wonderful" outfit. When is the commission expected, old man?

Saul is at it again—now he wants shades installed on every window in the shops. The sun got in his eyes one afternoon. When he "woiks," he don't want to be disturbed.

Old Man Stricker's son, now the noted Corporal Stricker, wishes to announce that he can, without investigation or study, give a complete roster of all officers in the Aviation Section of the United States Army who may be stationed in this country, foreign countries or at Chanute Field, also giving their age, rank, autobiography, and how many times they have gone up. Questions answered from 2:00 to 2:30 p. m. every day. Line up, boys! Funk & Wagnalls' New Standard Dictionary has nothing on this lad.

Private Orville W. Baker, of the Drafting Room, left Friday for the University of Illinois, at Urbana, Ill., to take the ground school course, preparatory to becoming a "flyer." Good luck to you, old man, and hope you pay us a "flying" visit very shortly.

## RECLAMATION NOTES

In conservation, the commercial interests are not the only interests to be considered. Some things need to be saved at a money loss, as measured by present market values, because they are likely to become scarce later on, and there is also a moral value in saving. Men who daily see the efforts of the government to save material, soon learn the habit of conserving, while those who see waste all about them soon become careless in handling food and other Government property—even wasteful of their own energies. The habit of conservation of material and energies may prove the deciding factor in a crisis where victory rests with the army that can outlast the enemy.

At present, with nearly three million men assembled in France and the United States who are willing to give their aid, there is almost no economy too small to be worth while. Even half a cent a day saved by three million men amounts to $15,000 a day, and at this rate $5,475,000 could be saved in a year for each half cent per day.

It is often noticed that the men do not follow the "doctrine of the clean plate." With the cost of the day's ration approximately 50 cents per man, a man who leaves on his plate even one one-hundredth of the food served him causes waste of more than one-half cent per day. Attention is called to this, not with a view to have the men eat less, that may be highly undesirable, BUT IN ORDER TO HAVE THEM REALIZE THE GREAT IMPORTANCE OF AVOIDING WASTE.

Waste at all times is a sin, but any waste now, during this world war, is also a menace to our war program. The people at home are denying themselves of many things, and it is therefore essential that the army co-operate in the conservation of supplies and neither waste them nor accumulate beyond actual needs, plus reasonable reserve.

The following is a list of some of the items sold during October:

| | |
|---|---|
| Barrels | $122.85 |
| Old iron | 13.35 |
| Old steel | 48.43 |
| Old rubber | 22.35 |
| Scrap aluminum | 179.14 |
| Scrap copper | 120.00 |
| Scrap brass | 26.16 |
| Total | $532.28 |

Practically everything has some use. Do not destroy, mutilate or throw away anything whatever. If you do not know what to do with any item, call on the Conservation and Reclamation Officer.

## MACHINE SHOP

Recent peace moves have caused many dreams of the future among members of Department 23.

Sergt. ———— has his transportation to Idaho already arranged, and Whorley and Eades are wondering on what interurban they can leave for home.

Most fellows are looking forward with pleasure to their return home, but Sergt. Stone is seriously worried about his farewell to Indianapolis society. Those of us who understand his social complications don't blame him.

After the war, Sergt. Martin expects to follow his regular occupation of "chippie chasing" around Speedway City, and Myers hopes to realize his life's ambition —owning a second-hand "flivver" roadster.

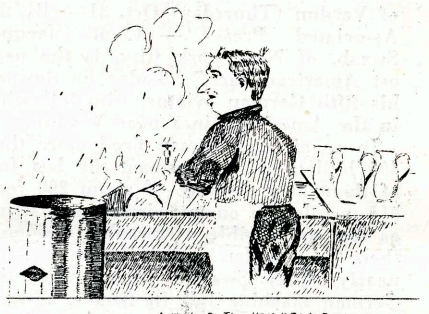
These are only dreams, so back to earth. Our aims are the same as ever and the most popular question still is, "Who's got a chew?"

The installation of a new drill press is just a gentle reminder that perhaps those discharges are not as near as some machinists think.

Sergt. Meyers is now a Purity Leaguer and delivers daily lectures on the "Tobacco Evil."

"Ah, yes," exclaimed one of Sergt. Dean's feminine poetic friends, "perhaps you, too, appreciate the beauties of nature. Tell me, have you ever witnessed the lambent flame of dawn leap across the vivid East, the red-stained sulphurous islets float in the lake of fire in the West, the rugged clouds at midnight, black as ravens' wings, blot out the shuddering moon? Tell me, have you?"

"No," said Dean, sadly, "not since the state went dry."



I Wonder Do They Have K.P.s In France

FOREIGN DRAFTS
PAYABLE IN
France, Great Britain, Italy
AND OTHER NON-ENEMY COUNTRIES
*Foreign Department*
Fletcher American National Bank
Main 5080 Auto. 28-341

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Spedway, Ind. Telephone Belmont 1700.

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----------Reporter 821st Squardon
A. J. McNULTY----------
------Reporter Medical Department
SGT. H. P. PRICE----------
--------Reporter Q. M. Detachment
S. R. FUTRANSKY----------
---------Reporter Engineers Office


### DON'T LET UP.

The war is not over! The armistice has not yet been signed. The boys are still charging across the battlefields, chasing the Germans Rhineward. There was a false alarm, and the whole country nearly went crazy with celebrations crying "Peace, Peace," when there was no peace. But there's no harm done. We blew off a little steam, and showed our capacity as a people for righteous rejoicing. It was just a little rehearsal for the real performance when it does come. And come it certainly will, sooner or later. But meanwhile we must keep plugging along. Don't slacken up. The war will be over when the President makes official announcement of that fact, and we shall lay down our tools when he tells us to do so. So keep the war machine going, every man at his post, and every man pushing, and peace will come all the sooner.

### ONLY GOOD "DOPE" WANTED

The *Speedway Dope* has been in receipt each week of many good articles, witty sayings and cartoons, as the continued improvement of the paper shows. The paper is for the enlisted men and it is desired that the men submit copy freely and more good cartoons could be used. Of course, all copy must be censored, and everything submitted is not published; but would-be contributors need not be discouraged should they find that their story does not appear in full or that a drawing has not been used. Many times it is merely a matter of space or that the same thought has already been incorporated in another article. The more matter we have to select from the better publication we will have, therefore do not hesitate to do your share of the work, so that you will be proud of the paper when you send it home. Lack of time will not pass as an excuse, as all the work on this paper is done in addition to the regular duties of the men on the staff.

### GOTHAM LIEUTENANT JOINS BROTHERHOOD OF YANK ACES

With the American Army Northwest of Verdun (Thursday) Oct. 31.—(By the Associated Press). — Lieut. Jacques Swaab, of New York City, is the newest American "ace." Today he downed his fifth German aviator, who fell within the American lines near Verdun.

In an air duel Swaab fired more than 400 bullets at the German, the last few of them at a distance of about 200 feet. Meanwhile the enemy airman was firing as fast as possible at Swaab. Suddenly there was a terrific explosion which nearly upset Swaab's plane, and the German machine fell in flames. Swaab believes the German must have been carrying bombs or some high explosive which was detonated by a bullet.

Lieut. William Palmer of Bonnetville, S. C., downed an enemy plane today, making his third.

Lieut. Roger Rowland of Springfield, Mass., bagged his first machine today.

### ABDICATION WILL HELP, WILHELM!

The latest promise of the Kaiser to his people, according to reports by way of Amsterdam, is that if they will be patient he will make them the freest people in the world. No matter how alluring this may be, his people must see that it is slightly different from the promise he made them a little more than four years ago, when he said he would give them the world to play with.—*Christian Science Monitor.*

### ATHLETIC CLUB TO GIVE DANCES

On Saturday night, November 16, the Independent Athletic Club will give the first of a series of dances for the soldiers.

These dances are to be conducted in the same manner as those held last summer at the Propylaeum. A personal invitation will be sent to each squadron, inviting all the men in the squadron to attend the dance. The invitations will be sent to each squadron successively; that is, one squadron will receive an invitation the first week, another squadron will receive an invitation the second week, and so on. The idea being to make it more of a personal invitation.

However, all the men on the field are welcome and are urged to attend, and are not to wait for the invitation. There will be good-looking young ladies present to dance with the men who are unlucky (or lucky) enough not to have a girl, and refreshments will be served throughout the evening. Turn out strong, men, and give 'em a big send-off the first night.

### GREAT LAKES QUINTETTE TO GIVE CONCERT

All lovers of music will have the opportunity of hearing a very attractive program given by the Great Lakes Concert Quintette under the direction of the Illinois Auxiliary of the Navy Relief Society, at Caleb Mills Hall, (Shortridge High School) Saturday evening, November 16.

The Quintette is composed of Herman Felber, Jr., first violinist and director; Carl Fasshauer, violinist; Robert Dolejsi, viola; Walter Brauer, cellist, and John Doane, pianist.

Mr. Doane, who is organizer and manager of the Quintette, is a musician of no little fame. Before entering the service, he was an ardent student of the pipe organ, and has won much distinction throughout the country.

No less praise can be given the supporting members of the Quintette, as they are all musicians of note. Each has had years of musical experience and has figured prominently in some of the best concert organizations in the country.

With such talent, it will be time and money spent wisely to attend this concert. The entire proceeds of the tour of the Great Lakes Quintette will be devoted exclusively to the work of the Navy Relief Society.

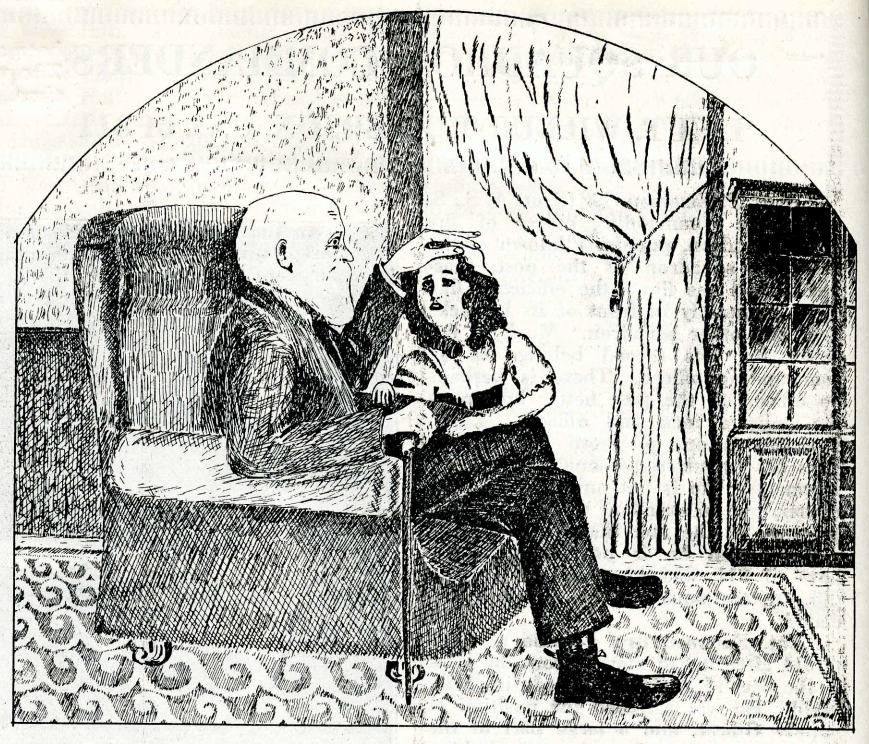
The tickets are one dollar each and can be exchanged for reserved seats at the Stewart Talking Machine Company, in the Fletcher Savings and Trust Building. Any one wishing to purchase tickets, see R. F. Taylor in the Disbursing Office at Headquarters.

### TO THE "ROOKIE" ON K. P.

So you are kicking because they put you on K. P.? It does seem like a shame that you should have to do that kind of work in the army when you joined up to carry a gun and fight the Hun; but if you will question your comrades you will find that practically every one of them can tell you stories of fatigue duty when this camp was new that will make K. P. duty look like a cinch. And they like to tell about it, too. Get ahold of one of the boys who helped build the main streets on this post and he is liable to make you late for retreat. That road work is the real triumph of his whole life. When he sees the big army trucks rolling smoothly down the road, he cannot help but have visions of last winter when the mud was nearly a foot deep and everyone had to keep an eye open to help pull the trucks out when they were stuck. As long as you don't have anything worse to do than K. P., don't let anyone hear you complain, unless it is that you are not in France—we're with you on that.

### FLAG PRESENTED TO SPEEDWAY

The Pomilio Bros. Corporation, our neighbors, on November 4, in celebration of the withdrawal of Austria from the world war, presented the Aviation Repair Depot with a beautiful Italian flag, which was raised with our flag. The Pomilio Bros. Corp. also decorated their building over the entire front with the flags of the allies.



A SPEEDWAY VETERAN IN 1970

"Grandpa, were you a soldier in the great war?"
"Oh, yes, my dear; I wore a uniform on the Indianapolis front."

### OPPORTUNITIES FOR ENLISTED MEN TO SECURE COMMISSIONS

The War Department authorizes publication of the following circular No. 34, on applications of enlisted men for commissions in staff corps:

1. It is contemplated that all qualified enlisted men physically fit for general military service who aspire to commissions will have opportunity through the officers' training schools.

2. There will be many vacancies in the staff corps and departments that may be filled by persons who are not physically fit for general military service, but whose defects may be waived for the particular service for which they are qualified.

3. It is desired that the opportunity to apply for commission in the staff corps be made known to all qualified men of this class and that they be encouraged to submit applications.

4. Application will in all cases be made upon the standard form for application for commission (Form 100, PB-GS). Applications will be prepared according to instructions accompanying the form and will be submitted through military channels, each intermediate commander making recommendation thereon.

5. Post and station commanders will cause examining boards to be convened for examination of applicants, the board to consist of at least one line officer and one medical officer. No formal proceedings of the board will be required other than completion of paragraph 15 of Form 100, PB-GS, and the completed form for physical examination, Form No. 395, A. G. O.

6. Completed application blanks of all applicants will be forwarded to the Adjutant General of the Army.

7. The forwarding of an application should not interfere with transfer of the soldier within the United States pending action on the application. An applicant should, however, forward through military channels notice of any change of address, stating the fact that he has submitted an application for commission in a particular staff corps.

8. Applicants who can not be utilized in any capacity will be promptly notified upon receipt of their applications by the War Department. Applicants who may be utilized in some capacity will be so notified and will be commissioned as vacancies occur.


# Post Exchange

Hours: 7 A. m. to 1:30 P. M., 5 to 9:30 P. M., Monday, Tuesday, Wednesday, Thursday and Saturday; 7 A. M. to 9:30 P. M. on Saturdays; 9 A. M. to 9:30 P. M. on Sundays.

## Have You Inspected the Jewelry Case?

There is no present that MOTHER, WIFE, SISTER or SWEETHEART would appreciate more than a piece of jewelery with the *Air Service Emblem on it.*

If we do not have what you wish we shall be glad to get it for you. The Steward goes to the city every day.

# THEATRE NOTES

### "THE BIRD OF PARADISE."

**At Murat Theatre, Indianapolis, Next Week.**

One of the most heartily welcomed plays of the season is the return of Oliver Morosco's production of "The Bird of Paradise," that exotically colorful play of the Hawaiian Islands written by Richard Walton Tully, which will be seen for the seventh time at the Shubert Murat Theatre, Indianapolis, for the week commencing Monday, November 11th, with usual matinees Wednesday and Saturday.

"The Bird of Paradise" stands out in the memory amongst the plays of half a dozen seasons as something eminently touching, and set amidst a tropical scenery and tropical costumes as novel as they are glowingly picturesque.

The heroine of the play, which takes places in the nineties, is a beautiful young Hawaiian princess named Luana,

who has met and fallen desperately in love with an ambitious young American doctor, who reciprocates her passion, and for years has lived with her in a remote paradise in the island. He has long lost all his self-respect and memory of other days in a lotus-eating existence under the tropical sun, even though he does occasionally rouse himself to protest against the superstition and unpleasing native customs of Luana and her aged mother. He is discovered in this guise as "beachcomber" by some American friends, and one of whom rouses the spark of manhood left in his breast, and persuades him to come back to civilization and engage in active work. Luana jealously insists upon accompanying her husband despite the fact that the high priest of her clan forbids her to do so; and she further outrages the sensibilities of her friends by renouncing the native gods who have been unable to keep her lover for her alone. The long years of idleness and self-indulgence, however, has told so upon her husband that he throws her off. She returns under the escort of a deputation of natives who have been sent after her and is sacrificed to her angry gods at the crater of a volcano in expiation of her insults to them.

One of the notable features of this play is the cast Manager Morosco offers this season. For the part of Luana, he announces Florence Rockwell, a charming actress of exceptional emotional power. George Leffingwell, who plays Dr. Wilson, is said to give a splendid characterization of this uncanny part. John Waller will be seen as the Beachcomber, Spring Byington as the Diana, while the native singers will strum their haunting melodies.

### B. F. KEITH'S.

The forecast is for a jovial comedy bill at B. F. Keith's next week, headed by Herman Timberg, of "School Days" fame, and his company of eight. Timberg has built for himself a young musical comedy called "the Viol-Inn," the pieve giving Herman opportunity to play the violin he loves so well.

J. C. Nugent, whose little sketches have created for him a place all his own in vaudeville, returns in "The Rounder," assisted by Jule York.

Ida May Chadwick and her dad are billed in a new comedy, "Wiggins's Postoffice." This gives Miss Chadwick opportunity to show her fine talents as a comedienne. Ben Beyer and Augusta, just back from entertainment service in France, are on the bill for a round of mirth and melody. A. Robins, whose imitation of musical instruments is called remarkable by musicians, will present a program on instruments ranging from a Jew's harp to a pipe organ. Harold du Kane, assisted by June Edwards and Olga Harwig, is to be seen in a novelty dancing number. Harry and Anna Seymour are song and dance folk with a lot of "new stuff."

Optimism, humor, excitement and novelty are the principal features of Douglas Fairbanks' new photoplay, "He comes Up Smiling,," which will be presented at the Circle Theatre the week starting Sunday, Nov. 10. The farce upon which the picture is based, was highly successful on the stage several years ago, but it is said the screen version is even more satisfactory to those who like the ingredients which have been provided by Mr. Fairbanks in this splendid production.

The part of Jerry, who is known by the Knights of the Road as "The Watermelon," is that of a young man who has ambition, but who is inclined to live a life of vagabondage. Lured by the green wood and an irresistable desire to experience new sensations along the broad highway, Jerry is a character which stands out distintly as one of Mr. Fairbanks' most novel and enjoyable screen characterizations.

The picture is filled with numerous novel situations and the action is exceedingly rapid. Jerry chases a canary bird over hill and dale, into houses and over housetops; he is in turn chased by a bevy of bees and he does remarkable stunts in a wild automobile drive across a mountain. The role of the tramp is unique even in his record of unusual characterizations, but Mr. Fairbanks seems thoroughly at home therein.

Marjorie Daw is Mr. Fairbanks' leading woman and a remarkable list of players has been provided to interpret the other roles. Chief among these are Frank Campeau, Herbert Standing, Bull Montana, Jay Dwiggins and Kathleen Kirkham.

"My Honolulu Girl," newest and brightest of musical comedies with a cast of twenty-five people mostly pretty girls will hold the boards at the Rialto Theatre all of next week commencing tomorrow. Elaborate scenery, handsome costumes and beautifully staged numbers, sung and danced by a dainty chorus are only a few of the many features of this charming show. There is a clever cast headed by two competent musical comedy stars, Naomi Garnella and Ned Melroy, both artists of reputation. The Hawaiian atmosphere which prevails with real live Hawaiians, singing and playing on their ukuleles with steel and guitar solos, together with the original hula-hula dance, just as it is danced in their native isles, all help to add to the novelty of the bill. In conjunction with the above the popular screen star George Walsh will be seen in his latest comedy drama entitled "On The Jump," which is said to be a scream from start to finish.

### LYRIC.

Lew Shank and company, in a new vaudeville act, the nature of which has not been divulged, but which is said to be entirely different from the style of act employed by the ex-mayor during his previous trip behind the footlights, will be the feature attraction at the Lyric next week.

### SPEEDWAY FOLLIES

**Date of performance to be announced soon.**

She—"Hello, is this 821 Squadron?"

He—"Yes."

She—"I would like to speak to Corp. Goar, the theatrical manager of the 'Speedway Follies.' I am a toe dancer, and I want to lend my feet."

He—"Very good. Report next Sunday for rehearsal."

# Autobiography of a "Warehouse Rat"
## "Early Days on the Post"

(By "Gus")

I suppose you want to know how I look because every story should begin with a description of the hero an' since I am my own hero I gotta describe my looks. First of all I got big feet slightly enlarged waiting on customers at the warehouse. I wear an issue uniform made for the tall guy in the Medical Corps and a pair of imitation leggins on Sunday. My hair is short once a month and my mustache is to be trimmed just like one of our C. O.'s if it grows. None of them Q. M. mustaches for mine. I ain't built just like the postmaster nor do I look like one of the Ford truck drivers. I am just fair to middlen, very good looking and my girl wears a blue silk dress every Wednesday.

Because I used to keep my laundry wagon in the same barn with a Ford and had to hitch up and unhitch my horse there twice a day the Sergeant where I enlisted said I better join the Air Service. He was a smart looking fellow so I just did and went to Kelly Field to help Uncle Sam. Now I did not know that my knowledge of gas engines gained by such intimate association was to be all wasted on a shovel handle or the wood pile. For over six weeks I divided my day into three parts, sleep, work and gazing at aeroplanes.

One day my squadron was loaded on a train and headed for Speedway. I surely enjoyed that trip. I had my throat sprayed nineteen times in fifteen hundred miles. I played cards and was confined to my seat for nine hundred miles. I got the address of eleven girls along the route and sent a valentine postcard to them all. Ten of them answered and seven sent me a sweater. I told you in the start I was very good looking and when I get my perfume and imitation leggins on I always get noticed.

This opening a new post wasn't just what I had figured on in the start. Say, did you ever get called to attention when you were on guard and have to click your heels together with your rubber boots stuck in fifteen inches of mud? Now don't answer that until I ask just one more while my memory is lingering in that sea of mud, snow and open sewers. Did you ever feel your life slipping for the want of one good smoke and then remember that some unnumbered headquarters' order said that due to the lack of fire protection and the inflammable nature of the post, no smoking was allowed? And all the time I could feel the Hoosier drizzle slipping down my back and hear the gravel haulers cussing because their mules were all in the mud but their ears.

But I don't care now, for one day when I was on guard a girl in a blue silk dress came to the gate and called for our Sergeant-Major. It was Wednesday and the rain had stopped on Tuesday. I was looking fine. I said "That's me." Well, you know from that day to this I have had a girl, and our Sergeant Major has had to go clear out to Brownsburg for one ever since.

Well, the next day after I met my girl I was sent with three other fellows to the Dope House to look after supplies. At that time the supplies of the A. R. D. consisted of fourteen sacks of flour, a field range, two civilian clerks and a vulcanizing machine. I was glad to get a new job, and happy to know the Supply Officer kept the Fords stored in the Dope House, for I was to become a valuable man to the Air Service. I got very well acquainted with Ford tools for the Medical Department. I counted the tools that went with the ambulances three times a day. At the end of the second day I could say, "little screw driver," "big screw driver," "socket wrench," "cold chisel," "pliers No. 1," "pliers No. 2," "hammer," "pump" and "jack."

Then just when I was getting interested in my work, they shoveled the snow out of the garage and moved the Fords in with the Plumbers. Now I don't have much to do with the cars only when 819 brings in some supplies from town or the Adjutant lets me ride with him to the hangars and back. His driving though makes me feel all so upset I can't remember whether Stock Room A wanted tail skids or nose plates when I get back.

One day in March we bid farewell to the Dope House and moved all our supplies except the more portly of the two civilians to the Aero Supply. We had boxes and barrels of all shapes and kinds. The first box we opened had pliers, hammers and socket wrenches in it. I was glad then that the Medical Corps always counted their tools three times a day. I knew them all at first glance. About that time, too, we got an Assistant Supply Officer, a lot of bills of lading, some heavy machinery and a bunch of memo receipts. The next day we threw open the doors of the Warehouse ready for the Engineer Officer and business.

(To Be Continued.)

### FOUR THOUSAND MILES IN THE AIR

**Four thousand miles in the air in a zigzag course from the Gulf to the Great Lakes, is the distance traveled by an Army flyer from Ellington Field near Houston, Texas, to Mt. Clemens, Mich., and return. Total hours of actual flight was sixty-four. Nine days elapsed from the time he left Ellington Field until his return. Lieutenant John E. Davis was the pilot and he made the trip alone without mechanic and without changing plane or motor. He carried an extra gasoline tank in his plane, making the total capacity fifty gallons.**

**Starting Friday afternoon at 1:00 o'clock, Lt. Davis made Dallas for the night. From Love Field, Dallas, he flew to Memphis, Tenn., by way of Texarkana and Little Rock, spending the night at Memphis. Sunday night at 8:00 o'clock he made Indianapolis by following the Mississippi north to St. Louis and swinging East by way of Springfield and Rantoul, Ill. Here he was forced to take the ground in the dark without landing lights. The next morning he flew to Cincinnati and the day following to Mt. Clemens, Mich., by way of Dayton.**

**On his return trip he encountered a heavy storm over the Mississippi Valley. The entries in his log at this point read as follows:**

**"I climbed to five thousand feet and flew over the storm for two hours. At the end of this time I figured that I was nearing Little Rock and descended into the storm clouds to check my course. I no sooner entered the clouds at 4,500 feet than my compass started acting peculiarly. My ship was buffeted around and I completely lost control. I cut my gun and watched my altimeter and noted that I was falling at a high rate of speed. My controls were absolutely useless, so I left them alone, awaiting in readiness to right myself upon emerging from the clouds. I finally came through the clouds in a deep nose dive and side slip at an altitude of 300 feet. I righted myself and looked for a landing place, because I feared that the rain would stop my motor. Was unable to find any place to land, the country being covered with forest. I flew along at 300 feet for some time and found that I had covered only half of the distance I should have by this time. I climbed carefully through the clouds to 5,000 feet and passed the storm in about one and one-half hours. Arrived Eberts Field O. K. From there I proceeded to Texarkana over the clouds again because they were very low. Arrived there at 5:00 p. m. Left for Dallas the next day against stiff wind. Left Dallas Sunday morning 8:30, arriving at Ellington at 1:00 p. m.**

### ARMY HOSPITALS

**Hospital facilities to care for 19,200 men have been procured by the Hospital Division of the Medical Corps during the past month. This brings the hospital facilities, outside of camps and cantonments, up to 50,000, or about one-third of the estimated need of the Army for the coming eighteen months.**

**Eleven enemy airplanes and one hostile balloon were brought down by American aviators brigaded with the British during the period from September 9 to September 22, inclusive, and five American aviators were awarded the British distinguished flying cross, according to the latest Royal Flying Corps communiques just received here.**

### SECRETARY RYAN ON THE HUGHES REPORT

**Interview with Mr. John D. Ryan, Second Assistant Secretary of War. In reply to an inquiry Mr. Ryan said:**

**"I have read hastily most of the report of the aircraft investigation by Judge Hughes and the summary by the Attorney General.**

**"I am gratified, of course, to know that the investigation has resulted in finding that no such condition of affairs existed last spring in the work of aircraft production as was indicated by charges made at that time. I have long been satisfied that the men who preceded me in the direction of aircraft production did a very great patriotic service and did not use their position or connection with the government to reap any personal profit. The fact that planes and engines are now in more satisfactory production is due very largely to the earnest, intelligent and patriotic efforts of my predecessors and the foundations they left upon which we were able to build were substantial.**

**"I am glad to say in the month of October there were produced about 4,000 Liberty Twelve engines and the fighting plane production is assuming gratifying proportions."**

## FORCED TO LAND IN THE EVERGLADES

### Tossed About in Big Storm With Motor Trouble

Knocked down by a heavy wind storm, 8,000 feet over Big Cypress, forced to land in the Everglades of Florida, and rescued from exhaustion and starvation by Seminole Indians, are a few of the experiences of an air pilot from Carlstrom Field. Later these same Seminole Indians, whose primitive fastnesses was invaded by this modern eliminator of time and space, helped to pull the plane out of the swamp in which it was buried, brought spare parts for it in their "glade boats" and then helped the pilot to get his plane into the air again.

Lieutenant Smith, of the photographic detachment, was the pilot in this adventure. He had undertaken the work of photographing a shorter line of flight over the Everglades to Fort Meyers, and was on a flight with his camera at the time. He had reached an altitude of 7,000 feet above the great swamp when he observed a storm approaching from the South and had changed his course to the southwest in an effort to get around it. Then finding this impossible, he had veered to the west and attempted to climb above it. At 8,000 feet, however, he encountered a terrific wind from the north which made the ship almost unmanageable, tossing it first on one wing and then on the other in a vertical position and twice putting the ship almost completely on its back. Nevertheless, he kept on to the south with the sight of land obliterated by the storm under him.

In his report, Lieutenant Smith told of his adventure as follows:

"The motor at this point cut out twice and I had to put the plane in a nose dive to clear itself, which it did. Suddenly the ship broke through the clouds and I saw the cypress swamps immediately below me. As the motor was still giving trouble and there was 'nothing to it' but a forced landing, I headed for the East Coast, knowing that there were shallow water spots in these districts where a landing could be effected with comparative safety as against dropping into Big Cypress.

"So the flight was continued south along the comparatively shallow and open places fringing the Big Cypress, and gradually turning east till the gas gave out. Landing was made 48 miles west of Miaimi and in a line due west of the Tampa-Miami Trail Canal. There were no dry spots to land on, and the ship turned over on its back. Sergeant O'Conner, my passenger, cut his lip and bruised his body and both right and left shins. I suffered only a bruised body. Realizing that nothing could be done with the ship and that it was impossible to right it and take-off at this place, we started walking in a northeasterly direction.

"The territory in which this landing was made is known as the Everglades. Its sameness is almost appalling; just one small cypress hummock after another; water and muck everywhere; innumerable mosquitoes, alligators, water moccasins and black snakes. Here and there a hummock would be found with a rock base and on some of these rock bases Seminole Indians eke out an existence. After landing, we walked to one of these hummocks, and as it was getting dark, collected a small amount of dry wood and built a fire, endeavoring to keep the mosquitoes off and dry our clothing, which could not be removed on account of the mosquitoes which attacked us in hordes. But we could find no Indians. Meanwhile, we had drunk no water for fear it might be infected with malaria germs or some other swamp fever, nor had any food been found. After passing a miserable night, we started a little before day break to drill through the knee-deep muck and continued in a northeasterly direction all day. Finding no suitable hummock, we were compelled to spend the night again in the swamp, this time on ground covered with an inch or more of water. By this time we were so nearly exhausted that we took a chance on the water, but due to a lack of food we were rapidly approaching starvation.

"The next morning we resumed our way through the muck again, starting before daylight and at ten thirty a. m., sighted a flag flying over a hummock not far off. We found this camp inhabited by Seminole Indians. By sign language we succeeded in conveying to the Indians our need of food and after our meal managed to make them understand that we wished to reach Miami. They provided a "glade boat," which is made of one large cypress tree trunk hollowed out and propelled by a pole some fifteen feet long with a V-shaped foot on one end of it. After being polled through a perfect maze of waterways, we reached the dredge at the end of the Tampa-Miami Trail, where we were given food and a good bed and could wash the muck and dirt from our clothing and bodies. The next day a motor boat took us down the Canal and further along we hired a Ford which took us to the flying field in Miami, arriving there at noon Sunday."

From Miami an attempt was made to salvage the ship by means of a caterpiller tractor, which was carried to the edge of the Everglades on a canal boat, but the equinoctial storms setting in put the whole swamp lands under water and this attempt had to be abandoned in favor of an expedition in "glade boats" furnished by the Seminoles. In this manner a number of men with food and gas for the engine, together with spare parts, were taken into the swamp and after four days' travel, reached a point a few miles from the ship where a base camp was established. Eventually a more secure rock base was located within three miles of the airplane and after chopping a track through the swamp the salvage party, by means of planks and cables, moved the airplane to the rock base. The motor, however, could not be turned over, due to its submersion in the water for three weeks. Indian "glade boats" were again dispatched to Miami for engine parts, together with a "trouble shooter" from the nearest flying field. Upon the arrival of the mechanic and his tools the motor was finally started and with the engine roaring and the propeller droning a new tune to the startled Seminoles, the ship took the air once more. In a comparatively few minutes it was landed at the Marine Field, Miami, for gas, overhauling and repairs.

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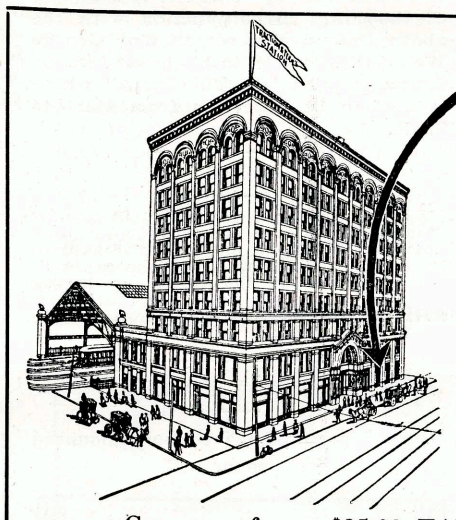

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# TALE SPINS

## THE BIG QUESTION

Some people were born to be soldiers,
The Irish were made to be cops,
Saur-kraut was made for the Germans,
Spaghetti was made for the wops;
Something was made for everyone,
To make them happy and wiser,
The people made Wilson their President,
But who in the hell made the Kaiser?

## FOR SALE OR EXCHANGE

As victory is in sight, will sell or exchange one date book, filled up to December 23rd, 1918. Twenty-seven of these Sweeties own cars and 4 own Fords; 16 promises of engagement rings; 1,000 telephone names that you can talk to at any time; 200 invitations for Sunday dinner; 4 real excuses for late passes; 10 good reasons for a furlough that are sure fire on the hardest boiled C. O.; an unlimited amount of red tape that will make the sweetest chicken fall. Will exchange above articles for silk shirt and necktie; necktie must be free from gravy.
Address, Box A.

## NUFF'S A NUFF

An acting member of the 145th Squadron visited a dentist last week and was told that he had too much nerve, that a nerve in one tooth must come out.

"Nothing feazes me," the entertainer remarked. "Shoot."

The dentist began with a drill and then opened up an offensive with the "nerve" hook.

"Does that hurt?" asked the dentist as he went "over the top" and captured the nerve.

"No—ow!" replied the entertainer, wishing to appear nonchalant and brave, although the "hook" was hooking him to the queen's taste.

"Gee, I must have missed it," said the dentist as he made another jab, much more successful, and the patient jumped up with a healthy, full-lunged howl.

"If I hadn't hollered, he might have pulled out a lung," alibied the O. D. actor.—*Kelly Field Eagle.*

## HUN BATTERY WORRIED

It was the well-known crucial moment. The score was tied in the ninth, three allies were on the bases and your Uncle Sam at bat.

Wild Bill Hohenzollern, the catcher of the Deutschland Dachshunds, anxiously consulted with Lefty Hindenburg, the pitcher.

"Better you giff diss feller a fast one yet," advised Bill.

"Gott, no. He chust fouled my fast one ofer de clubhouse," said Hindy.

"Vell, maybe some underhand stuff fools him already. Try der submarine fadeaway," suggested Bill.

"Dot one don't vork let, too," mourned Hindenburg. "He got his eye on der underhand stuff now. Alretty he keeps vaiting me oudt undt von't bite on dot vide peace curve odder dot low intrigue ball."

"Vell, try dot Paris drive spitter yet again," said Bill.

"Ach, now Bill, you make fun of me already yet. But one is no use, I can't put dot one ofer, undt der Amiens curve don't work once yet, too, nor dot Venice floater it is no goot too. Undt pass him ve dassent. Already is der bases full vonce. Himmel, vot could ve do yet, Bill?" cried Hindenburg.

"Donnervetter!" wailed Wild Bill Hohenzollern in anguish. "Dot Sam feller by der bat undt my pitchers on der bum. Ludendorff got a glass arm undt retired undt VonTirpitz's submarine ball don't work. Hindy, maybe it's besser by dat you should lay a fast one ofer der plate yet, undt ven dis Ungle Sam svings ve start to pray."

## FOOLISH QUESTIONS AND ANSWERS.

An Indianapolis man, who is now connected with the War Risk Insurance Department at Washington, D. C., sent a list of answers to questions and extracts from letters sent to that Department.

These extracts are copied just as they were written, by the husbands and wives, in connection with the filling out of papers, etc. It is inconceivable that people can be so uneducated or so careless and make such inconsistent answers to questions asked by the Insurance Department. The following are some good examples of what the Department have to contend with:

"It was hard to leave her behind and go to the front."

"I ain't got no larning and I am writing for inflammation."

"Just a line to let you know I am a wife and child."

"He was conducted into the surface."

"I have a four months old baby and he is my only support."

"I did not know my husband had a middle name, and if he had, I don't think it was "NONE."

"I am a poor widow and all I have is at the front."

"Both sides of our parents are old and poor."

"I am his only wife and air."

"I am writing in the Y. M. C. A. with the piano playing in my uniform."

"My allotment number is two boys and two girls."

"He was my only supporter."

"Please return my marriage certificate, baby has not eaten any in three days."

"Now Mrs. Wilson I need help bad. See if Mr. Wilson can't help me."

"Please send me a wife's form."

"We have another war baby in our house, how much more do I get?"

"To whom it may consume."

"I'm left with a child seven months old, she is a baby and can't work."

"Date of birth—Not yet but Soon."

"War Wrists Insurance."

"She is confined constantly."

"Oaring to my condition which I haven't walked in four months from a broken leg, whose number is 975."

"Kind Sir or She."

## LAMENT OF A ROOKIE

"They took me from cool New York and brought me down here where its summer all winter and hell all summer. They took me from me comfortable home and put me in a dirty tent. They took my good clothes away and gave me a suit of red-hot khaki. They took away my good name and gave a number 494. They took from me a job and put me to digging trenches and walking post till my feet and hands were worn out. They make me go to bed when I am not sleepy, and make me get up when I am. They make me go to church on Sunday, whether I want to or not. In church the parson said, 'All turn to No. 494, Art Thou Weary? Art Thou Languid?'—and I got ten days in the guard house for answering, 'Hell, yes!'"

## NAME FLYING FIELD AFTER GODMAN

According to an announcement made by Major General William L. Kenly today, the Aviation Field at the Artillery Brigade Firing Center, located at Camp Knox, Stithton, Ky., has been named Godman Field. The field is named in honor of First Lieutenant Louis K. Godman, an Army Corps pilot of the Air Service, who was killed in an airplane accident at Camp Jackson, Columbia, S. C., September 28, 1918.

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## Y. M. C. A. NOTES

An exchange has been effected whereby Mr. Robertson becomes Physical Secretary at Fort Benjamin Harrison and Paul Gaskins, of that camp, becomes recreational Secretary at the Speedway. Mr. Robertson will have the opportunity there to use his pep and ginger in promoting athletics in a larger group, while Mr. Gaskins, in addition to directing our play work, will have opportunity to expand the social work for which he is especially qualified. Mr. Gaskins is "all wool and a yard wide," and you will like him and find him ready to help you plan all kinds of fine stunts at the "Y."

By the next issue of THE DOPE we hope to have our schedule arranged so as to print it in full for the week.

Mr. Maze, our genial Religious and Educational Secretary, accompanied the boys on an outgoing detachment. He also spent a day or two sight-seeing in old New York.

Mr. Shaw reports a fine trip with the boys to Alabama. The Depot at Montgomery is a fine little camp, but of course is not up to the Speedway in some things. We never expect to let any of them catch up entirely. One noticeable thing at Montgomery was the absence of a Y. M. C. A. hut. The two Secretaries stationed there were using a small tent, but were promised a building in the near future. Captain Lord, and Lieuts. Moore and Sherwood were already installed in their positions and busy on the job at Montgomery.

Mr. Maze is anxious to start the class work off again full blast. Please cooperate with him in this.

A new French book, "Liberty French," has been issued by the Educational Department of the "Y" and will be available for new classes in a few days.

The following schedule of movies at the "Y" ought to interest all men of the Post: Nov. 12, "Good Night, Paul," Constance Talmadge; Nov. 14, "Sunshine Man", Ann Pennington; Nov. 19, "Amarilly of Clothes Line Alley," Mary Pickford; Nov. 21, "Ruggles of Red Gap," Taylor Holmes; Nov. 26, "Headin' South," Douglas Fairbanks; Nov. 28, "Rich Man, Poor Man," Marguerite Clark.

Mr. Gaskins has arranged a fine musical treat for Monday night, directed by Ethel May Moore, which will be one of the best yet.

On Wednesday evening the entertainment will be directed by Miss Daisy Dixon, consisting of specialty and costume dancing by Genevieve M. Nellis; solos by Lillian Guinn, and other numbers. Solos and specialty acts by Charles J. Cordray, professional entertainer.

Catholic Mass, Sunday, 9:30.
Bible Study, Sunday, 10:30.

## ONE HUNDRED YOUNG WOMEN VISIT SPEEDWAY

One of the biggest events held at the "Y" since the quarantine has been lifted was the visit of a hundred or more young ladies from Indianapolis Friday evening, November 8, 1918. They also brought along sandwiches and other refreshments, and very good music, singing and dancing made the evening seem much too short, even though they stayed until 10:45.

Mesdames C. E. Barnes, Allen T. Fleming, S. R. Artman, E. P. Breman, Arpha Smith White, W. H. Blodgett and Daisie Dixon, representing various clubs in Indianapolis, were responsible for the visit of these fine young ladies at the Speedway. The boys all say, "Come again."

## WAR CAMP COMMUNITY SERVICE ACTIVITIES

Walter P. Pfaff, Executive Secretary, Representing War Department Commission on Training Camp Activities, 441 Lemcke Annex, Phone, Main 1840.

The Red Circle Soldiers' Club is under way. Carpenters, painters, paper-hangers, electricians and plumbers have been at work during the past ten days. It is expected that the hotel wil be ready for occupancy about November 20th. The W. C. C. S. Committee plans to make it the best soldiers' hotel in the country.

Plans are now under way for several boxing tournaments. Remember the postponed exhibition between Speedway and Camp Taylor. This will be conducted on November 23rd according to present plans.

The boys who are now in France will receive a unique Christmas present from the citizens of Indianapolis. On Sunday all of the residents of the city who have relatives or friends in France will march in a parade. A movie will be taken of the parade and this goes to France marked "Merry Xmas."

Speedway boys will be pleased to learn that "Mother" Foster will be the mostess at the Red Circle Soldiers' Club.

W. C. C. S. is planning a series of free performances at the Murat theatre. As usual, your uniform is your ticket. Watch for future announcements. The first of this series occurred on Sunday night of last week, when 2,500 soldiers of Fort Harrison enjoyed "Leave It To Jane."

If peace comes soon or late, remember, War Camp Community Service will be on the job as long as you are in training. We want to keep you smiling as long as you are in your country's service.

## THE MEN WHO LEFT FOR ANOTHER STATION

The men who left the Speedway for another station Saturday, November 2, landed at their destination in good shape. The trip was made without mishap or a case of sickness. They appreciated the send-off given them by the enlisted men and officers of the Speedway. During the whole trip frequent references were made to the fine treatment given them at this post. They left with that fine feeling of reverence and respect for all their superior officers. They appreciated the band and the send-off Mr. Mills gave them when he flew over the train, following it to the Union Station.

The men gave the Y. M. C. A. Secretary with them this message to bring back: "The Aviation Repair Depot is as fine a camp in every way as we ever expect to find. We shall never forget the officers and men of this post and the good people of Indianapolis."

No finer lot of men ever left camp than these. The porter in charge of the car said he never handled a more orderly and considerate car of soldiers.

They reached their destination Sunday evening at 6:30. Trucks were there to meet them and hauled the men and their baggage to camp.

Sergeant McBride deserves special mention for the fine way in which he handled the men. He did it like a veteran.

## 1859 WOUNDED AND SICK MEN ARRIVE FROM FRANCE

For the week ending October 25, there were received in the United States from the American Expeditionary Forces 1859 sick and wounded men. This brings the total number landed in this country during the month of October up to 4339. All these men have been sent to army hospitals where facilities for their physical reconstruction have been provided.

DESCHLER'S—

**MONOGRAM**

—QUALITY CIGAR

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

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J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome

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LIBERTY, IND.

For Fine PAINTS and ROOFING MATERIAL

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Sittings Now for Christmas

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Bexheimer STUDIO

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Specials $4 Per Dozen Up.

## 103 PLANES FLY 160 MILES WITHOUT MISHAP

### This Achievement By March Field Believed to Be Record

One hundred and three airplanes from March Field, Riverside, Cal., made a flight of 160 miles in battle formation on October 12 without a single accident. This large squadron bombed Los Angeles with Liberty Loan Literature.

This is believed to be a record never before equalled in any of the flying fields in the United States. It was not a special performance with a number of picked planes and pilots but was a wholesale turn-out of the school. The total mileage of this trip was over 16,000, which, without a fatality or the loss of a ship, made the performance a very remarkable one.

With Major John C. P. Bartholf, J. M. A., Commanding Officer of March Field, flying at the peak, Major Ernest Clark on the right wing, and Capt. William Alden Smith, Jr., on the left wing, this gigantic formation taxied off, circled the course, assembled in ten separate and distinct units and finally headed in one solid formation for Los Angeles, 60 miles distant. The 103 planes got into the air in six minutes. The course followed the Foothill Boulevard, the planes maintaining an approximate altitule of from 3,000 to 6,000 feet. Landing was made at El Segundo, just 78 minutes after leaving March Field.

The Arcadia Balloon School was advised by wireless of the approaching squadron and two ships were sent out to escort the formation over the city. A realistic battle-front feature of the flight was accomplished when the air fleet passed over the balloon school, seven huge observation balloons having been in the air at the time. The planes at this point were traveling at about the level of the Mount Wilson Observatory.

While thousands of persons craned their necks to get a glimpse of this American air armada, the planes suddenly swept down from the mountain peaks, giving Los Angeles a realistic imitation of a real air raid. Bombs were dropped and from them fell leaflets saying: "What if we were Germans? Buy Liberty Bonds."

Accompanying the air fleet was a hospital plane with Capt. Bannister, flight surgeon, as the passenger. Still another plane carried an official photographer. Moving pictures of the entire trip were taken both from the ground and en route. The films are to be sent to Washington.

## UNITED WAR WORK CAMPAIGN

As officially stated elsewhere, the men of the Army and Navy are to be given opportunity to subscribe in the financial campaign of next week.

This is by request of Mr. Daniels, Secretary of the Navy, and Mr. Baker, Secretary of War.

No doubt every man in the camp will want to do his bit in supporting these seven War Work Agencies that have contributed to make life just a bit cheerier and more comfortable in the service.

Mr. Shaw, General Secretary of the Y. M. C. A., has been appointed Camp Campaign Director. Captain Edward Laughlin, A. S., S. C., and Captain John E. Robinson, Medical Corps, form a Camp Committee to help put the affair over.

This is a great little camp and has a reputation for doing things, so it is confidently expected that the United War Work Campaign will be no exception.

The following agencies are represented in this drive for $170,500,000, and each will receive its share of the money according to the apportionment made by representatives of those agencies:

1. Young Men's Christian Association.
2. Young Women's Christian Association.
3. Natl. Catholic War Council (K. of C.).
4. Jewish Welfare Board.
5. American Library Association.
6. Salvation Army.
7. War Camp Community Service.

## THE NEW AIR SERVICE ASSOCIATION

The Air Service Clubs' Association, an organization similar to the Infantry, Cavalry and Field Artillery Association, has been formed and will maintain headquarters in Washington. The object of the Air Service Clubs' Association will be to promote the efficiency of the Air Service, foster esprit de corps, maintain its highest traditions, disseminate professional knowledge and provide means for social activities at all places where members are stationed.

The Air Service Association, an organization that maintained headquarters at Gorstner Field, Lake Charles, La., has combined with the new official organization of the Air Service of the Army. It is expected that other Air Service Clubs will combine or affiliate with the official organization of the Air Service.

Commissioned personnel of the various branches of the Air Service of the Army, Navy and Marine Corps, civilian personnel occupying positions of chiefs and foreign officers on duty with the Air Service are eligible to membership in the Air Service Clubs' Association.

A magazine will be published and it is planned to have a clubhouse in Washington. The cost of membership for the first year is $10. This includes cost of initiation and dues for one year. Membership in the Air Service Clubs' Association gives privileges of the Aero Club of America and affiliated aero clubs in all allied countries. Through this connection members of the Association will enjoy all the privileges of the clubhouse of the Aero Club of America, in New York, the new Allied Aviators' Club of the Aero Club of America, in Paris, the Aero Club of France, the Royal Aero Club of Great Britain, in London, and the Royal Aero Club of Italy.

Upon payment of the initiation fee, members will receive all publications of the Association for one year. After that time, members not affiliated with local clubs will pay dues of $3 per year and will receive all publications of the Association.

The following officers have been elected:

President—Major General William L. Kenly.
1st Vice-President—Mr. W. C. Potter.
2nd Vice-President—Col. Gerald C. Brant.
3rd Vice-President—Col. M. F. Davis.
4th Vice-President—Major Maxwell Kirby.
Treasurer—Col. C. G. Edgar.
Ass't Secretary—1st Lt. Tom Poe.
Secretary—Major John H. Packard.
Ass't Secretary—1st Lt. Tom Lee.
Chairman of Board of Control—Mr. John D. Ryan.
Board of Control—Col. N. H. Arnold, Col. W. E. Gillmore, Col. C. A. Seaone, Mr. A. A. Landon, Col. Arthur Woods, Mr. G. W. Nash, Col. F. R. Kenney, Col. G. H. Crabtree, Col. A. L. Fuller, Lt. Col. B. F. Castle, Lt. Col. N. F. Harmon, Jr., and Major Wm. J. Malone.

APPLICATION FOR MEMBERSHIP
in the
AIR SERVICE CLUBS' ASSOCIATION.

.....191..

Secretary
Air Service Clubs' Association,
Washington, D. C.

I hereby make application for membership in the Air Service Clubs Association and agree, when elected, to abide by the Constitution and by-laws of the Association. Enclosed find $10.00, the annual dues.

Name .....
Rank and Corps.....
Address .....
(Notify Secretary at once, any change of address or status.)

Received ....., 191...
To Membership Committee for Action, ....., 191...
Result .....
Applicant notified ....., 191...

JOHN H. PACKARD, Secretary,
Captain, S. C.

THE POWER TWINS

GIVE YOU POWER, MILES AND SPEED

*Fill Your Tank With* RED CROWN

*and Your Crank Case With* POLARINE

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

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Drink COCA COLA and YUNCKER'S SODA

Its The Name That Tells

There's a World of Satisfaction in Buying Universally Known Products. It Inspires Immediate Confidence When You Look Into a Hat and See the Name "DUNLAP"—at a Watch and See the Name "HOWARD". You Don't Have to Be Told About the Quality of Such Products. In Every Line of Merchandise There's a Name That Stands Out Above All Others.
When it Comes to Cutlery, Tools and Paints, the Name "VAN CAMP" Means Everything—Prestige, Quality, Service and Satisfaction—and VAN CAMP PRODUCTS Cost No More Than the Unknown Makes.

Hardware of Fame Bears Van Camp's Name

Van Camp TRADE MARK

VAN CAMP
HARDWARE AND IRON CO.
JOBBERS OF EVERYTHING IN HARDWARE
INDIANAPOLIS

## BILLIARD PLAYERS PLAY FOR STATE CHAMPIONSHIP

Sergeant M. A. Netzel announced a state championship pool match at the Post Exchange between himself and Gene Henning, of Indianapolis, for 150 points, Monday night, November 11th, at 7 o'clock.

On Wednesday, Thursday and Friday nights of this week, Netzel has been playing for 150 points at the Cooler Billiard Parlors, the proceeds going to the Red Cross Fund. They played three cushions, 50 points each night. Coolen went ahead of Netzel in the conest Thursday night, by scoring 37 points to Netzel's 39 in 88 innings. The score stood Friday: Cooler, 100; Netzel, 89.

As soon as the billiard table arrives at the Post Exchange some of the best players of this vicinity will meet in a series of matches here. Dates will be announced later, as it is not certain when the table will be here.

Netzel will play either Cannafaux or Kickhaufer, both of Cleveland, next week at Cooler's Billiard Hall. Henning and Netzel will play again Thursday and Friday nights, November 14 and 15 at the Claypool Hotel Billiard Parlor, the proceeds to go to the Red Cross. This will be for 125 points each night for the State Championship.

## TESTS PROVE LIBERTY MOTOR O. K.

William C. Potter, Acting Director of Aircraft Production, made public this week a letter from the British Air Mission in London, dated September 26th, which read as follows:

"After 100 hours' flying, one engine (Liberty) was stripped and found to be in very good condition. Tests have been made in the air in DeHaviland 9-A and DeHaviland 10 machines. Engines have performed uniformly satisfactorily in these tests. Information officially expressed four months ago to effect that engine would prove satisfactory in service fully confirmed."


B. F. Keith's

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THE WINTER GARDEN COMEDIAN AND COMPOSER

HERMAN TIMBERG in "The Viol-inn"

A young musical comedy by Herman Timberg, with Billy Abbott and his Five Dancing Violin Girls.

Vaudeville's Foremost Author-Comedian, J. C. NUGENT "THE ROUNDER."

HAROLD DUKANE with June Edwards and Olga Marwig In their Futuristic Dancing Spectacle.

New York's Latest Success HARRY AND ANNA SEYMOUR Breezy Bits of Mirth and Melody

IDA MAY CHADWICK and her "Dad" in "WIGGIN'S POSTOFFICE"

BEN BEYER AND AUGUSTA in an ORIGINAL NOVELTY SATIRE

Added Attraction
Another Winter Garden Winner
A. ROBINS AND PARTNER
The Walking Music Store

AHERKAN RED CROSS in Europe "Of No Use to Germany."

Every Day at 2:15 and 8:15
*Admission 10c to $1*
Seats One Week in Advance



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GEORGE WALSH

IN "ON THE JUMP"

A Delightful Comedy Drama
*and*
Freidewald's Great Musical Success
"MY HONOLULU GIRL"

25—PEOPLE ORIGINAL CAST PEOPLE—25

See the Hula-Hula As It Is Danced in Honolulu.

ENTIRE WEEK STARTING SUNDAY, NOV. 10.

"DOUG" FAIRBANKS

In his Greatest Stage Success
*"He Comes Up Smiling"*

Circle Cinema News and Allied War Review

James Montgomery Flagg's *"Romance and Brass Tacks."*

SOLOISTS

Signor Ernesto Natiello Conductor The Circle Orchestra.

MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Nov. 11th

THE

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GOOD PICTURES
GOOD MUSIC
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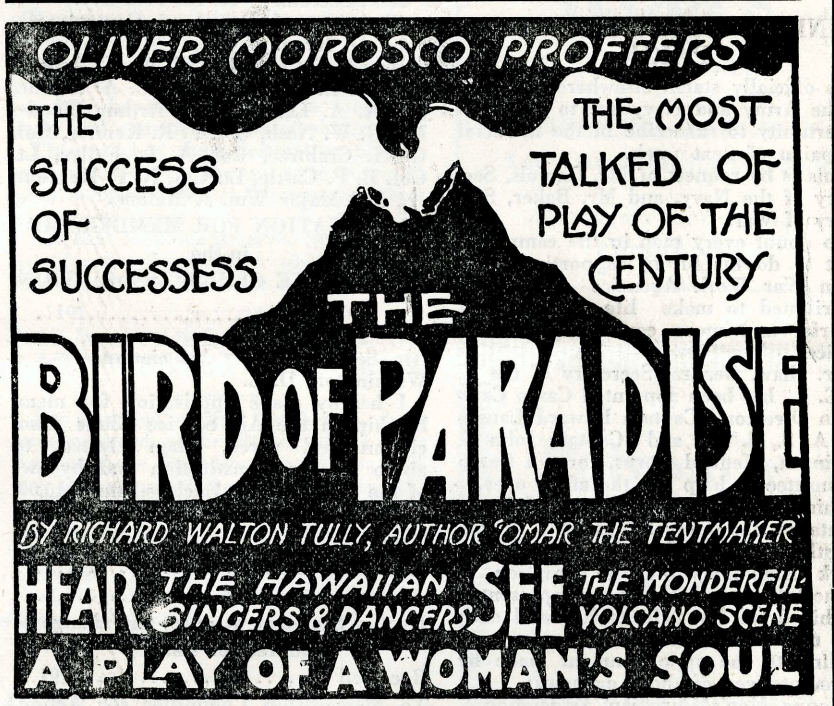
6 NIGHTS 2 MATINEES
ON WEDNESDAY AND SATURDAY

Special Matinee Wednesday
$1.00 Best Seat




A BRILLIANT CAST HEADED BY FLORENCE ROCKWELL
Prices: Evening and Saturday Matinee, 50c, 75c, $1.00 and $1.50.
SEATS NOW.

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Nov. 16, 1918 | Number 8

A GROUP OF THE AVIATION REPAIR DEPOT OFFICERS AT THE FLYING FIELD, SPEEDWAY MOTOR TRACK.

Left to right—Lt. A. D. McIlvaine, Sen. Instructor Frank Mills, Lt. James Wallace, Lt. William Groom, Lt. Col. A. W. Robins, Capt- Edward Laughlin, Lt. A. L. Maurer, Lt. Ralph M. Snyder, Lt. H. A. Knudson, Lt. R. J. Brandi, Lt. R. A. Ballard, Lt. Kincaid.

## FLYING CLASSES STARTED AT THE SPEEDWAY

Upon the arrival of Senior Instructor Frank Mills, classes were started for the purpose of giving flying instruction to Ground Officers at the Aviation Repair Depot. Eight officers having completed a ground course in aeronautics and having been certified by the Aviation Examining Board have thus far received instruction. Captain Edward Laughlin, A. S. S. C., Captain Albert C. Lord, A. S. A., First Lieutenants Alfred L. Maurer, A. S. S. C., and Ralph M. Snyder, A. S. A., and Second Lieutenant Raymond J. Brandi, A. S. A., were instructed by Mr. Mills, and each man has several hours solo work to his credit.

With the coming of Instructor Carl Carlstrom, a second class was organized, composed of Lieutenants Franklin P. Kincaid, A. S. S. C.; James Wallace, A. S. A., and Herluf Knudson, A. S. A.

The wisdom of the policy of the Department of Military Aeronautics in giving flying instruction to the men who are administering the functions of the Air Service in the field cannot be better shown than at the Speedway. The men who are repairing airplanes, making changes, substituting parts and material should know, in the most practical way, how the airplane flies, and how the plane works while actually in the air, and this knowledge of the working of the airplane, derived from actual flight as pilots, is bound to increase vastly the usefulness of the Air Service officers who possess it.

### SPEEDWAY FOLLIES.

The Speedway Follies now in rehearsal is a Variety Review. The opening scene is taken from a barracks at revielle. A burlesque on army life follows for thirty minutes, which develops into a novelty minstrel, where songs, and dances of all styles are introduced. A dancing chorus will be seen in this act that can be compared with Ned Weyburn's Star dances in Miss 1917. A Post double quartette, under Frank Johns, will also be one of the features.

There will also be a vaudeville olio. A musical act will open that portion of the programme. This number will be another surprise.

Lieut. Snee, Corporal Goar and Company, will produce a one-act playlet by Robt. Hilliard. Both of these men have seen a number of years in professional theatricals, Lieut. Snee having played this skit a number of times on the vaudeville stage.

Dance Land is going to be one of the features of the olio acts that will be staged by Private Haney. It is composed of six boys and a girl. Every dance that has been popular for the last century will be introduced, such as Essence of Old Virginia, Primrose, Waltz Clog, Buck & Wing and Highland Fling.

The closing act is a Musical Extravaganza, representing the American Air Service in Italy. The book of this act has been written by Mr. W. O. Bates, a well-known dramatic writer of Indianapolis and New York City. A well trained beauty chorus of eighteen girls will act as canteen girls—French and Italian maids. Such talented girls as Miss Hazel Silvey, Juanita Whicker, Karolyn Karl, Gertrude Pettijohn, the Hart Sisters and Miss Barbara Carper of New York City, will be featured. A novelty dramatic climax will close this act.

## SPEEDWAY-CAMP TAYLOR BOXERS AT TOMLINSON HALL NOVEMBER 23

The Speedway-Camp Taylor clash at Tomlinson Hall Saturday night, November 23, 1918, will be a big drawing card for both soldiers and civilians. Under the direction of Lieut. J. J. Snee, Athletic Director for the Speedway Aviation Repair Depot, six high class boxing bouts have been scheduled, most of them having met before in a series of bouts at Camp Taylor, and all are anxious for another try at each other.

Private D'Lucco of this Post is to meet Sammy Sandow of Camp Taylor. Sandow weighs 125 pounds, and was the featherweight around Cincinnati before becoming a soldier. D'Lucco is our 122-pound aggressive fighter and will put up a stiff fight.

Hugh Ross and "Chuck" Wiggins are matched for a four round battle, while Seregant Curley and Sergeant Metrie of Camp Taylor are matched for six rounds. This match will be the windup for the card and should be a corker. Curley and Metrie met at Camp Taylor and Metrie was awarded the decision. Curley is anxious to get another chance at Metrie, so the fighting should be rather rough throughout the entire six rounds.

Frankie Mason, Camp Taylor (112 pounds) will meet Solly Epstein (115 pounds), Speedway.

Packy McFarland will be in charge of the team from Camp Taylor and will take part.

The boxers from Camp Taylor, who are in charge of Packy McFarland, are Frankie Mason, Sammy Sandow, Sutter, Sollie Metrie, McAtee, and Ross. The Speedway representatives will be Jack Dillon, Don Curley, Domnick, D'Lucco, Solly Epstein, and Chuck Wiggins.

Possibly the headliners will be Battling Levinsky and Jack Dempsey. The proceeds of the big meet are to go to the War Camp Community Drive. The general admission for the enlisted men is fifty cents and for the general public one dollar; reserved seats two to five dollars. The sale of the tickets is being handled by a committee of prominent citizens of Indianapolis and boxes will be auctioned off. The box office is at the Big Four Railroad office, corner Pennsylvania and Market streets, and will open Monday.

## THE WAR WORK CAMPAIGN 811TH SQUADRON GIVES $500

The total amount subscribed by the men of Speedway for the United War Work Campaign up to twelve noon, Friday, was $1,287.80. The 811th Squadron heads the list with $500.00.

The campaign is in charge of a committee of three, Captain Edward Laughlin, Captain Robison, and Mr. Shaw of the Y. M. C. A. They reported the following contributions up to noon Friday:

| | |
|---|---|
| 809th Squadron | $ 265.00 |
| 810th Squadron | 117.80 |
| 811th Squadron | 500.00 |
| 821st Squadron | 220.00 |
| Hospital | 28.00 |
| Quartermaster Corps | 20.00 |
| Officers | 137.00 |
| Total | $1,287.80 |

This total is $112.20 under the amount proportioned to camps of this size, but as there are still some subscriptions coming in, it is likely that we will be able to go over the $1,400.00 quota.


I
9A09
S 742d

# SQUADRON NOTES

## 809.

Sgt. Bair returned from ground school at Urbana, Ill., and favored 809 with a visit, Monday. It is very gratifying indeed to note how successful all the men who have left this squadron have been in the various training camps to which they were sent.

Corp. Connor received the sad news of his brother's death at Camp Dodge and left Sunday on a ten day furlough. The sincere sympathy of the entire squadron is extended to him.

Corp. Thomas Walker received a seven day furlough to visit his mother who is seriously ill.

As it is a well known fact that 809 has reached the height of efficiency, it was decided that it would be altogether unnecessary to display the Efficiency Flag which was presented to the squadron last Saturday. Another reason is that 811 failed to clean the flag before turing it over to 809, and therefore it was not presentable.

Mr. Lem Underdunk, of Pawtucket, Ill., has been entertaining the men recently with his world famous cornet solos. Mr. Underdunk does not confine himself to straight corneting, but branches off into the higher elements of the art. Corp. Quigley, his manager, claims that Lem is getting more popular every day.

Sgt. Knode gave us a sample recently of how the bugle is blown in the artillery. He is a second Powell and is very capable of making life miserable for the boys around 5:45 in the morning.

Three good reasons for staying in the army: California, Pittsfield, Mass., and Olyphant, Pa.

Speaking of ambition and fore-sightedness, it has been rumored that Sgt. Sammons has been working very diligently and industriously in the shops making a couple of gold bars and it is said that he has them about finished. The only thing that he needs now is a commission. He has a serge suit.

A large percentage of the personnel of 809 attended the free show that was given Sunday night in front of the Murat Theatre. It was a great comedy and was enjoyed by all except those who were present.

A telephone booth is being installed in the mess hall for the use of the sentimental heartbreakers of the squadron. This is the best news that the orderly room has heard yet. We don't mind answering the phone at all, but we refuse to be used as a matrimonial bureau.

Mr. William Mitchell, our famous chef, announces to the world that Thanksgiving is drawing nigh and that certain Hoosier Turkeys had better watch out. How about the chickens, "Mitch"?

The boys of 809 have never had much experience with gunpowder, but they can tell you anything about talcum powder that you want to know. The peace offensive at the corner of Illinois and Washington had a terrible effect on the morale of the sturdy soldiers of Capt. Mahan's command.

## 810.

Otto Worel has been seen several times with a market basket on one arm and one of the fairer sex on the other. When is it coming off, Otto?

Many of the fellows have been having much fun with Brandon and Finley of late because of their ability to face the powder. After this they will be more quiet because of their own appearance on last Monday night.

Wanted, one member of the male sex dressed in O. D. to take care of an extra girl. For information apply to Gus.

Several members of the Squadron have already been measured for their civilian clothes. Ask Hickey about it.

Popular Melodies. The wash-room quartette, namely, Allison, Crowder, Finley, and V. Lewis, perform daily. The popular song seems to be, "I Want a Girl," followed by "I Had a Dream." Several times they have been rudely interrupted by someone saying, "Yes, I saw her." She was the kind of a dream, only we call it a nightmare.

Our hearts go out in sympathy to those neighbors of ours, who, possibly being away from home for a whole week at a time since the war began—celebrated so joyously their possible early return to that home they have not seen in so long. For we fear that ere their return to their firesides they will have seen much more service on the Speedway Front.

We are glad to have our Captain with us again, he having returned from a ten-day leave of absence spent in Washington, D. C. He was fortunate in being at home for the premature peace celebration.

All you have to do is to enter the barracks to learn that Frankie Lawley, "the noisy one," has returned from his furlough.

We thought when the quarantine was lifted that we might get a chance to use the phone occasionally, but if Rademacher isn't calling up to make a date, he is spending two hours at least in talking to his sweet "mama."

We wonder if Arnold and Netzel will celebrate the signing of the Peace Treaty with the same enthusiasm as they did the Armistice.

About one hour after the whistles had started blowing on Monday morning, Zeke Wertz, the "ginseng hunter," peered out of his chamber and asked why the squad-room was so noisy.

Coal Miner Lear, of Pennsylvania, has been officially appointed successor to Grandma McCreary, and hereafter shall be addressed by his proper title.

Wanted, on Saturday Nights Only: One room orderly to help Schlayer find his missing bed.

## 811 SQUADRON.

Have you noticed the smile Corporal Wagner wears around now? Not because the war is over, however, but because he is a papa now. He says it's a nine-pound boy, but we have our doubts, as we found a letter from his friend wife which said: "She (meaning the baby) is getting along fine." All right, Wagner, we all smoke.

Every little bit helps. Save your tinfoil, boys. Don't forget the little box by the telephone.

Privates Olsen and Dust, transferred from Kelley Field, Texas, arrived at the post the past week and were assigned to 811, the Efficiency Squadron. Olsen, who saw fourteen months' service at Kelley Field, and who dreads homesickness, thought it best to bring a little "Dust" as a sort of preventative for the disease.

Mrs. Cummings and several other ladies were here sewing for the boys Wednesday.

Sergeant Deslauriers returned this week from a ten day furlough.

We notice McClure staid at the post Thursday night, the first time in two months. What's wrong, Mac—won't Wagner let you have his coat?

We wish to thank Mrs. Catterson for the barrel of apples received by the boys of this Squadron for Hallowe'en.

Lieutenant Spicer, formerly M. S. E., of this Squadron, left this week for Chanute Field, Rantoul, Ill. We are for you, Spicer, and wish you all the luck in the world.

Cadet Eldred E. Edwards, former M. S. E. of this Squadron, who finished ground school this past week, stopped off Sunday to see the boys while on his way to finishing School.

## 821 AERO SQUADRON.

While Sergeants Goepper and Wood were riding to town the other night Wood made the remark that he would not mind staying in the army several years longer if he would get all the privileges he wants and get an "S. M. E."

One of the best shows ever seen at Keith's theatre was attended by the men of the 321st Squadron and their girl friends or wives, as the case may be, last Monday night. After the excitement of the afternoon all of the men were glad to be able to go to such a show and will say that they never witnessed any entertainment with so much enjoyment. We all wish to extend to Mr. Eggleston our appreciation for the pleasure which was given and made possible by him.

One Round Joyce and Knock-em-cold Goepper have informed us that they expect to put on a pugilistic battle within the next few days. A large crowd is expected. Battling Gaskill will challenge the winner.

At a meeting of the gold-bricks of the 821st Squadron, the following officers were elected: Arco Conrad, president; Virgil Whitehead, vice-president, and Geo. Davis, secretary. The membership of this organization is rapidly growing; however, our top sergeant has informed us that resignations are expected within a few days.

Segt. Beauchamp of the Engineer's Office, has been relieved from duty and has been assigned to the Squadron for duty in the Orderly Room.

Francis Ryan, Hack Driver, alias Supernumery to Wade, is now a full-fledged member of the "Gold Bricks." We were just beginning to wonder why he limped.

Miller and Patrick have returned to the Speedway from the Hospital at Ft. Benjamin Harrison. We are glad to have them back with us again after their illness.

## QUARTERMASTER.

We have noticed that our old friend "John D." Freedman, is over-anxious to get to town these days, since he is sporting his new tailor-made suit. He is even having his wrist watch repaired by one of the fair damsels of Indianapolis. Go to it, Ben.

Will Sgt. Jim Fallon please tell this girl "Edith" that calls him on the phone, that he is not an aviator, or get somebody to give her a ride in a plane?

Sgt. "Scrap" Oldham and Corporal "Rags" Moulder of the Reclamation Department, are kept very busy and never seem to be through with their work. "Who ever started this Save and Conserve stuff?"

What is so rare as a "Smile on Mess Sergeant Hayden's face?"

"Dady" Renew and "Reuben" Smith are going out to the farm for dinner this Sunday. "You can take the boy from the farm, but you can't take the farm out of the boy."

During a heated conversation "Night Owl" Gearke was questioned whether he would re-enlist if he was made an officer. "Well," he answered, "the salary would be alright if a man did not care to start a business of his own." Then "Dady" Renew chirped in, "Then why not start an army of your own?"

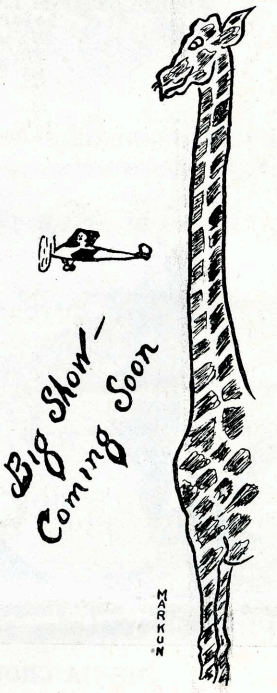
## WILL PLAY FOR BILLIARD CHAMPIONSHIP AT POST EXCHANGE

In the billiard matches for 500 points for the State Championship between Gene Henning and Sergeant M. A. Netzel, the score now stands 250 to 245 in favor of Gene Henning. Two games were played Wednesday and Thursday nights at the Claypool parlors, and the wind-up will be pulled off at the Post Exchange on Monday and Tuesday nights, 125 points each night. These matches are attracting much attention and no doubt the Post Exchange will be crowded next week by the contest between these billiard experts.

Last night Netzel did some great shooting and was in a position to take the lead at one time, but fell down. However, he is only 5 points behind and has a grand chance to beat out Henning in the next two blocks.

Harry Cooler and Sergeant Netzel will play for 50 points each night on Wednesday, Thursday, and Friday. The score between these two players now stands 150 to 139 points.

## SPEEDWAY FOLLIES.

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# ENGINEERING DEPARTMENT

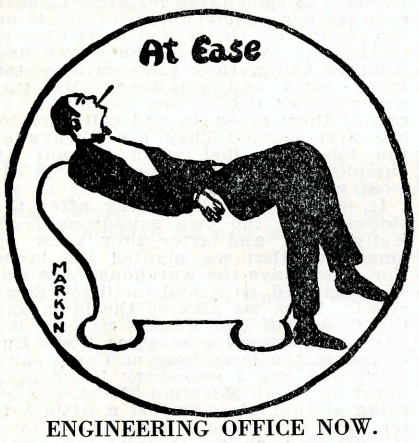
## ENGINEERING OFFICE.

C. E. Beauchamp, of the Cost Department, has been assigned to Squadron duty and has left his "happy family." Old Beauchamp will be able to smoke his pipe regularly now.

Saul has new ambitions. He wants to be a flyer. You can't keep a good man down.

The show talk is still going in good style. Gear and Haney are still arguing pro and con on every little matter that arises. The destiny of the Aviation Repair Depot at Speedway is being settled every day—and in the meanwhile, Markun keeps on drawing pictures.

## THE WAR IS OVER.




## ENGINEERING OFFICE NOW.

Sergeant Crooks left Saturday night for a short visit to Detroit and surrounding cities. He claims the girls were glad to see him. They sure did miss him in Indianapolis. He is back on the job again—writing letters as usual.

"Orderly" Shumaker claims he has more "pep" and does things snappier than anyone in the Engineering Office—and he hasn't been home for some time.

"M. S. E." Rowe is spending most of his time in the Shops now. He sure does look good in his "blue jeans." Sergeant Dewey H. Becker now takes charge of the Drafting Room.

We have finally discovered what Rowe has been telling his girl what the meaning of M. S. E. was. Letters, we notice, are addressed to "My Sweet Engineer" Rowe.

## RECLAMATION NOTES.

Even though the war is over and peace is here, we must still SAVE AND CONSERVE. You must not forget that over two millions of our boys are in France and they must be fed and clothed for some time yet.

The Conservation and Reclamation Branch of the Quartermaster Corps has shown some very good results and it is up to every one of you men to co-operate with it. You can help by taking good care of the clothes and material issued you, it is the government's aim to make everything go just as far as possible.

CONSERVE!

IT PAYS YOU AND YOUR COUNTRY.

Attention is invited to the fact that a very large percentage of the rubber footwear returned for reclamation, shows that proper care has not been taken in handling material of this sort during the period when it was in service, and it is desired to emphasize the necessity for care in handling rubber material in order that it shall be in the best possible condition when turned in for repair.

The attention is directed to the fact that this material is not only expensixe and limited in quantity throughout the country at the present time, but that owing to the peculiar properties of rubber, the greatest amount of care should be taken in keeping this material away from sunlight, oil or any other agent, such as the heating action of stoves, steam pipes, etc., which rapidly decompose and crack the rubber and entirely eliminate the possibility of repair and return for re-issue.

It is also desired to point out that it is unwise to bundle this material for shipment as has already occurred in several instances, and that it should be cleaned, insofar as it is practicable, at the camp before shipment.

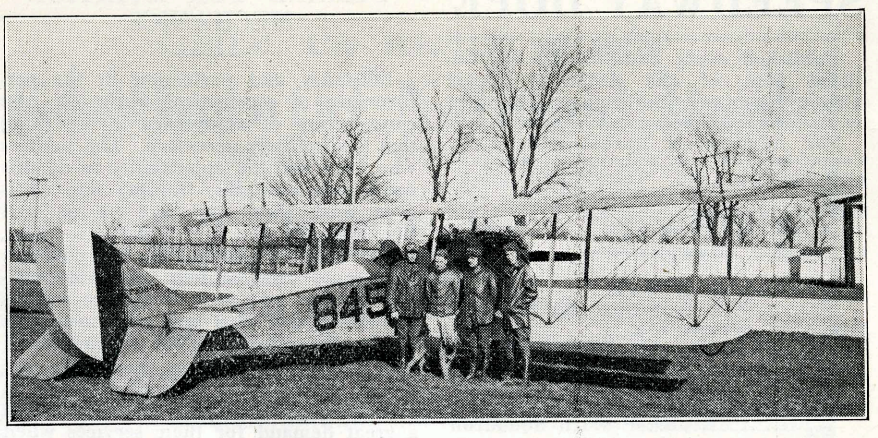
Slickers and ponchos which have been turned in to the Base Plant show carelessness in handling and excessive wear which in a very great percentage of cases has eliminated any possibility of repair, and as in the case of footwear, it is desired to point out the necessity of care in handling and early return of garments for repair.

## INSPECTION RATING GOES TO THE 809TH SQUADRON

At the weekly inspection of barracks, mess halls and premises Saturday, November 9, the following rating was made:

First—809th Squadron.
Second—811th Squadron.
Third—821st Squadron.
Fourth—810th Squadron.

The efficiency flag had become so dirty by the time the 809th Squadron got it last week that they are proposing that the condition of the flag should enter into the rating.




Lt. Jas. Wallace
Instructor Carl Carlstrom
Lt. Franklin Kincaid
Lt. Herluf Knudson

## LETTER FROM A FORMER 821 BOY

Sgt. Jack Gorman, telegraph operator from 821, received a letter this week from a former 821 boy who was on his way to France. The letter:

On Board Ship,
Wednesday, Sept. 25, 1918.

Friend Jack—Old boy, I never thought there was so much water, but it and the sky is about all I have seen for some time past.

We are on a very nice ship, traveling first class, and the eats are great. Breakfast at 8:30, luncheon at 1 p. m. and dinner at 6:00 p. m. They serve tea each day at 4:00 p. m. Wouldn't you like to see me sipping tea? There are two pianos and a wonderful soldier orchestra on board which furnish us with a concert each evening. A couple of aviators who happen to be accomplished musicians also help to relieve the monotony of the briny deep. I am feeling fine, have not been seasick and certainly wish my friends in the old 821st could enjoy the trip with me. Let me hear from you once in a while at least.

RAYMOND J. SMITH,
A. E. F., via New York.

## WILL ORGANIZE BASKET BALL TEAMS

Lieutenant James J. Snee, Athletic Director, is arranging to have at least three basket ball teams organized, and will practice in one of the city gymnasiums. Basket ball men who are interested, should notify Lieut. Snee at once.

## RATION FOR AMERICAN SOLDIERS, PRISONERS

A ration for American soldiers held as *prisoners in Germany* has been prepared by the Subsistence Division of the Quartermaster Corps. This ration will be distributed by the divisons of the American Red Cross in Denmark and Switzerland. Individual packages, containing sufficient food to supply one man, are sent to prison camps each week. The chief components of the package are as follows: Corn beef and salmon (with an occasional substitution of corn beef hash and canned roast beef), hard dry bread, dry beans, rice, baked beans and fresh potatoes (where possible). Prunes, jam, apples, peaches, coffee, sugar, evaporated milk, vinegar, salt, pepper and pickles are supplied. Potatoes and onions are procured when possible in France and Italy, otherwise dehydrated potatoes and onions are used.

Special food is sent for the invalid prisoners; this ration containing potted chicken, crackers, concentrated soup, dehydrated spinach, creamed oatmeal, corn starch pudding, sweet chocolate, extract of beef, soluble coffee and bran. There are a number of substitutes for all the items mentioned, among the substitutes being dried eggs, potted veal, cheese, peanut butter, dried apricots, honey, corn meal, gelatine, malted milk powder, bouillon cubes, apples, oranges, lemons, cocoa and tea.

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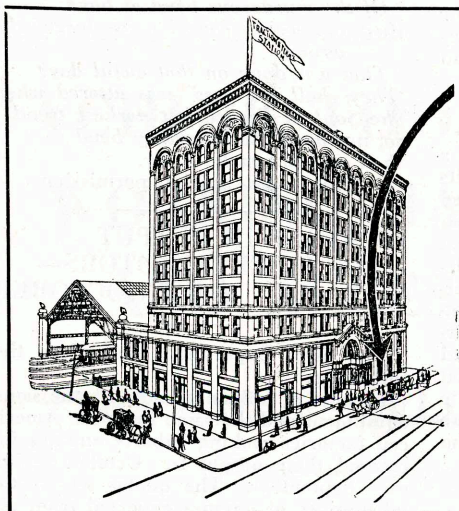

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# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Spedway, Ind. Telephone Belmont 1700.

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---------Assistant Business Manager
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----------Reporter 809th Squadron
SGT. R. P. CONNORS ----------
----------Reporter 810th Squadron
COOK LEO KALB----------
----------Reporter 811th Squadron
SGT., 1ST CL., L. B. WYNNE-------
----------Reporter 821st Squardon
A. J. McNULTY----------
------Reporter Medical Department
SGT. H. P. PRICE----------
---------Reporter Q. M. Detachment
S. R. FUTRANSKY----------
---------Reporter Engineers Office


And he said he wouldn't stand any nonsense from America. The way we acted up last Monday must have annoyed him terribly.

## THE FUTURE GERMANY

The abdication of the Kaiser, and the renunciation of the crown by his weak-minded son, mean little to the world as a solution of the one great question: "Have we made this thing impossible for the future?"

So long as the seed of Hohenzollern shall remain to germinate in the now polluted soil of their governmental fabric, just so long must the other nations of the earth view with profound suspicion their loud protestations of basic reform.

Since the time of Frederick (sometimes called Great), that people has been taught, from the cradle to the grave, to worship the Hohenzollern god; and the german mother's chief pride has been to rear her sons to make war on the rest of the earth. Upon her daughters she looked as a further means of rearing more sons to make more war.

Let there be no Hohenzollern left in Germany, to be secretly worshipped by its people, while they hold out to the world the pretended olive branch of humility until such time as opportunity shall again appear.

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Even though an armistice has been declared between the Allies and Germany, that is no reason for slowing down on production at the Aviation Repair Depot. There will no doubt be a certain amount of work for the aviation mechanics to do before they receive discharges after the final peace terms are signed, and for that reason the output of finished planes must be kept up to the maximum and no "gold bricking" should be tolerated.

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The prosperity of a country depends a great deal upon the condition of its transportation facilities. The United States is better off in this respect than any other country, yet there is a great demand for a saving of time in the delivery of mail, and Burleson, Postmaster-General, is planning, with the most matter-of-fact assurance, to deliver by airplane 20,000 letters between Chicago and New York at each trip. It is likely that practically all the aviators now in the Air Service, who care to do so, will have an opportunity to serve as pilots for the U. S. Mail Service.

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## WAR SAVINGS STAMPS.

Nearly every soldier wishes to save a little money and at the same time help out his country by loaning his savings either in the Liberty Bonds or in War Savings Stamps. Most of the men are paying on bonds, but those who are not should turn to the Savings Stamps as an ideal investment, when the cannot afford the $5 a month minimum allotment per month out of their pay. It will be necessary to launch a number of loans yet and money that can be saved should be invested in either of these securities.

## DEMAND FOR AVIATION MECHANICS.

Efficiency and perfection in the performance of mechanical work in the construction of aeroplanes is the thing that is absolutely necessary. The soldiers who have had the opportunity to do this work will carry this training into whatever work they may take up in civil life, and will find it invaluable to them. Loose nuts on automobiles are common occurrences and seldom cause any serious trouble, but such things are serious on planes and most generally mean the death of a pilot and the destruction of the machine. Aviation mechanics are taught to watch for these things and the experience gained in this work will cause a great demand for their services when they turn back to civilian life.

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## SENATOR NEGLEY POEMS TO APPEAR IN "DOPE"

Senator H. E. Negley has presented the SPEEDWAY DOPE with a copy of his latest book, "Poems With a Punch, for Patriotic People," with a letter releasing eight of his most popular productions and also one of his latest poems, "Honorable Peace," which has never been published.

As there have been several calls for his book of poems, a number of copies were left with the business manager of the SPEEDWAY DOPE, and can be obtained from him at the publisher's price.

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## "HONORABLE PEACE"

By H. E. Negley.

*We can not talk peace with the Beast of Prey ..*
*Who set all the world on fire.*
*There can be no peace, with the Beast at bay, ..*
*While the flames are mounting higher.*
*Our men of iron have made the fight,*
*That time no more shall see the flight*
*Of that detested Bird of Night,*
*With all its base desire.*

*The world must know that the demons of hate*
*Are vanquished, once and for all.*
*And the world must know that the hand of fate*
*Lays hard with relentless fall.*
*The fight now made must see the end*
*Of earthly kings who dare to send*
*Their minions forth to kill and rend—*
*And spread their bloody pall.*

*It would ill befit us to grasp the palm*
*That reeks with the blood of man.*
*Or to deal with him who felt not a qualm ..*
*When he ravished a peaceful land.*
*It ill befits our proud estate,*
*That first from us should emanate*
*The will to dare to palliate*
*The wrongs our allies stand.*

*Then why do we hearken the siren song*
*Of the murderous band at bay?*
*Must the world conceive we forget the wrong*
*That was done on that awful day?*
*"They shall not pass" was uttered when*
*The Soul of France felt darkest trend—*
*So, not until the knee they bend*
*Shall we dare make delay.*

(Printed by special permission.)

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## INCREASE IN OUTPUT OF LIBERTY MOTORS— 1500 IN OCTOBER

The War Department authorizes the following:

In spite of influenza and with the same equipment and the same force the American factories making Liberty engines increased their output in October 1,500 over September. The quotas set, or total number of engines expected from all factories in September was 2,500. The actual number of engines shipped for September was 2,378. The quota set for these same factories in October was 3,000 and they actually shipped 3,878. The competition among these factories has now become a race, the Nordyke Marmon Company of Indianapolis winning the October pennant which was sent to the employees of this factory in a De Haviland Liberty plane from Detroit today. The Bureau of Aircraft Production in this competition has named this month "General Pershing's Month," and set the total quota of Liberties expected for November at 4,350.

## Autobiography of a "Warehouse Rat"

### PART TWO

(By "Gus")

The Engineer Officer came that next day and so did business. Business has been with us ever since, and we still have frequent visits from the engineering staff. In those early days before the first public offering was taken for the support of the Speedway baseball team, the best source of amusement was to have some of the officers and men from the shops visit the Aero Supply. They always took an extra chew of Old Twist, then sauntered in to tell their needs. Of course we had nothing they really wanted, but they were kept so busy running to the edge of the shipping platform to spit that it always took an hour or so to break the news.

My girl came very near to losing her beau the last week in March. A lot of singing and dancing girls kept coming out to the barracks on Friday nights. One night one came that sure could dance. I was sitting right on the front bed with our top sergeant, our famous baseball catcher, and the Italian cook. We always sat up front. Do you koow that girl made eyes at the whole crowd, whirled, hopped and ran in so many ways at once that I lost track of her until all of a sulden she stopped right in front of me. She courtesied and bowed there all for me. The rest clapped and yelled, but I didn't. I guess I had stage fright. It took me two weeks to make up my mind to call up my old girl again. Then when I did decide to call, it took another week before I could sneak a call past the switchboard operator. I don't believe he ever had a real girl. Who ever heard of limiting a fellow to three minutes on an important 'phone call?

The month of April was a busy one for the Rats. During the month we unloaded, inspected and accepted most of the machinery in the shops, thousands of dollars worth of small tools, the 809th and 811th Aero Squadrons and the first broken aeroplane. Of course the two squadrons did not exactly suit, but then Lieut. Snee was in need of men on the wood-pile and in the coal cars. They came from Kelly Field and were guaranteed not to shy at picks, shovels and axes. It is true they were not as good looking as the first squadron, and have never made a hit with the girls, but by constant care and good training they are getting by pretty well. Some of them work at the Warehouse and are now among the most industrious of the rat family.

I hate to tell you what I have to now, but this story must contain some mention of them for they are still with us. They live in a barracks and come and go among us just the same as if they had been through Kelly Field. They were not shipped in like the rest of us, but just grew up among us. Aeroplanes still cause them to stampede to doors, though it is rumored that a skylight is soon to be installed to save shoe leather. I never will forgive them for storing all the second-hand flivvers in the city in front of the warehouse. Another thing, they have entirely too many girls and relations. My girl never comes out to see me but what one of them pipes up and calls her by her first name. They are always at the telephone just when I want an outside line. Their commander is almost grey now too.

It was late in the Spring after the shipment of the two squadrons from Kelly Field, and after they grew up among us that we planted the lawn. For a few days the warehouse was full of grass seed, oats, and fertilizer. Some smell? Then we planted the lawn and the "keep off the grass" signs. We have had a lawn ever since, too. But of course the lawn here at Camp can't touch the one I see every Wednesday night on North Meridian Street. Everything at that place is just a little better than any place I ever saw before. It will be a shame to take her away when the time comes.

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## HUGE AEROPLANE VISITS CAPITAL

### Fifteen Officers Carried in Flight from Washington to Hampton Roads.

The N. C. I., the largest seaplane in the United States, arrived at Hampton Roads two hours and fifteen minutes after leaving the Anacostia naval aviation station, officials of the Navy Department announced last night.

This huge plane reached the Anacostia hangars on Friday morning, coming down during the night from a coast patrol station in New York. It carried fifteen officers on the Washington to Hampton Roads flight.

*Contains Three Motors.*

The plane is of monster construction. The wings have a stretch of 126 feet and three twelve-cylinder Liberty motors have been installed to propel it. It is especially equipped to carry a large number of passengers. These have been provided for below the lower wing and below the boat part of the plane. The pilot, with his controls, is seated between the two wings. An observation post has been placed above the top wing, which gives the observer a commanding position.

This plane, it was stated, is of a model that is being constructed for coast patrol duty. It has a fuel capacity of 300 gallons, which will enable it to take long distance flights without having to stop for gas.

Before departing a supervision of the details of the plane was made by Admiral Taylor, of the Bureau of Construction and Repair; Admiral Griffin, of the Steam Engine Bureau, and Capt. Steele, director of Naval aeronautics.—*Washington Herald.*

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# Post Exchange

HOURS: 7 A. M. to 1:30 P. M., 5 TO 9:30 P. M., MONDAY, TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY; 7 A. M. TO 9:30 P. M. ON SUNDAYS.

**Hot Cakes Served at the Lunch Counter**

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# TALE SPINS

## IS THERE SUCH A GINK?

It's easy enough to be pleasant
When life flows along like a song,
But the gink worth while, is the one
who can smile—
When he arrives at the Gate on his way to town with only thirty minutes to meet "Little Mary" and finds he has forgotten to bring along a pass!—*Taliaferro Target*, Ft. Worth, Texas.

The cross-eyed corporal who told us this one, insists that it actually took place on a Kansas City street:

Sarcastic officer to soldier, obviously a rookie, who has just passed him without removing his hands from his pockets: "Say! Do you call yourself a soldier?"

Rooky: "No, sir; I belong to the air service, sir."—Ft. Sill, Okla.

The reason so many privates stop at the Claypool on week ends is because the one-arm lunch across the street is so handy for breakfast the next morning.

Cadet James Boudreau cackles every night before going to sleep. We're going to look for eggs some morning and if Hayden gets the ham we can have ham and eggs.

Cadet Walton says: "The reason they call a boat 'she' is because the rigging costs more than the hull; and if you give a woman a silk petticoat and a pair of silk hose she don't care which way the wind blows. And that's the reason some men call their wives umbrellas—because they have ribs like an umbrella, you have to keep them covered with silk to look nice, and if you don't, they will fly off the handle, go tearing around and it's usually your best friend that steals them from you."

## THE LAST STRAW

The Kelly Field Eagle tells this one:

From Camp Travis comes the story of a negro soldier, home on furlough, who was arrested for assaulting another negro and haled into court.

"Sam, this is serious business," admonished the judge. "You are charged here with carving this plaintiff. What have you to say to the charge?"

"Well, judge, your honor, you see it was dis way," Sam explained. "I done come home from camp to spend a couple of days wid my family, and I done call on my gal and seed her talking to dis yere nigger. I don't mind dat, judge, your honor, and I don't say nothin' to her about it. Well, we goes to a dance and dis yere nigger he does most of de dancin' wid my gal, an' I don't say nothin' to dat, but when dat nigger leads de grand march wid my gal and fans hisself wid his exemption card, judge, your honor, I jest natcherlly opened my razor and let him have it."

## EDITOR IN TIGHT PLACE

The *Globe and Anchor*, published by the Marines at Galveston, tells the following story of a Kansas editor who attended a party attended by one of his neighbors, where just a few weeks before the home had been blessed by a new baby. The hostess met him at the door and after the usual salutation, he asked after the baby's health. The lady was hard of hearing, and a bad cold, and thinking that he was asking about herself, answered that although she had one every winter, this one was the worst one she ever had, it kept her confined to her bed. Then noticing that the editor was acting very strangely she said she could tell by his looks that he was going to have one just like hers, and she asked him to come in out of the draft and sit down.

McClure says: "If the war was over today, I would have enough money to last me the rest of my life—provided I die before morning.

Sgt. Cook said he had traveled all over the world.

I asked him if he was ever to the Holy City, and he answered, "Well, I have spent the last four Sundays at the Speedway."

I saw Private Duessler with a bundle of barbed wire under his arm the other day. I asked him what he was going to do with it and he answered, "I am going to knit a sweater out of it for Stoner."

Sgt. Segerstrom—"Schmehl, get your feet back in line."

Schmehl—"Sergeant, those are not my feet, they belong to Tarvin and he's in the rear rank."

In spite of having his teeth well cared for by an American dentist, the Kaiser has bitten off more than he can chew.

One hundred and fifty blind British soldiers were married in England last month. Doesn't that prove that "love is blind?"

### A Perfect Day.

*When you come to the end of a K. P. day,*
*And you stand alone with your pots,*
*And you think of the things that are far away,*
*As you scrape on the scorched spots,*
*And the sergeant who made you K. P. this day*
*Cares not for your seeming pain,*
*And he smiles as you say in a plaintive way,*
*That you wish you were home again.*

*Well, this is the end of a K. P. day,*
*And the end of your labors, too;*
*And you turn your eyes to the stars and say*
*That you are glad that the day is thru,*
*And memory has painted the K. P. day*
*With visions of brooms and mops,*
*And you sigh as they tell you to go your way*
*And empty the kitchen slops.*
—*Exchange.*

One of the Many Dancing Ponies in "The Speedway Follies".

## DEPOT AUTO OWNERS MUST SECURE LICENSES

Private owners of automobiles connected with this Post using Air Service tags or no-license tags are required to secure state licenses for their cars, is the new order issued by the Commanding Officer of the Post this week. The State Automobile Office is in Room 3, State House Building, Indianapolis. Fees for licenses are pro rated half yearly so that licenses secured now will be charged for at half the annual rate.

CAPITAL AND SURPLUS, $475,000.00

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If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.
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**Indianapolis Blue Print & Supply Co.**
Century Building
BLUE PRINT PAPERS—DRAWING MATERIALS
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## Y. M. C. A.

### Schedule, November 18-24.

*Monday*—6:15, Geometry Class, Sgt. Swigart; 7:15, Gometry Class, Mr. Maze; 7:45, Program directed by Ethel May Moore. W. L. Taylor, Attorney, Patriotic Talk; Mrs. Ralph Polk, Soprano; Mrs. Chas. E. Kregelo, Greeting; Mr. Edward LaShalle, Community Sing; Mrs. Moore, Pianist.

*Tuesday*—6:15, Algebra Class, Mr. Maze; 7:15, French Class, Mr. Meier; 7:45, Movie, "Amarilly of Clothesline Alley," Mary Pickford.

*Wednesday*—6:15, Geometry Class, Sgt. Swigart; 7:15 Geometry Class, Mr. Maze; Recital of popular songs and readings by Miss Glenethel Stelhorn, the big "lonesome" girl.

*Thursday*—6:15, Algebra, Mr. Maze; 7:15, French, Mr. Meier; 7:15, Address by Merle Sidener; 7:45, Movie, "Ruggles of Red Gap," Taylor Holmes.

*Friday*—6:15, Geometry, Sgt. Swigart; 7:45, Glenn O. Friermood and party, including Messrs. Hooker and Parkin from Lebanon, Ind. This will be one great musical treat, and you can't afford to miss it.

*Saturday*—"Write a Letter Home" Night.

*Sunday*—9:30 A. M., Catholic Mass, Father Byrne; 10:30, Bible Study; 7:00, Vespers.

In order to utilize the abundance of talent in this camp and give room for the overflow of "pep" and "spizzerinktum," Mr. Gaskins will be glad to give one night every week or every two weeks for stunts, wrestling matches, recreational games, one act plays, music, etc.

Don't fail to hear Sidener Thursday evening. He is president of the National Advertising Association and one of Indiana's best speakers.

Miss Stelhorn's appearance Wednesday eve may be her last before going abroad to entertain in the camps. She is always one of our most popular entertainers.

Don't neglect the religious services. You can't do it and be full round up in your thought and life.

The educational classes are filling up in a gratifying manner. New classes are starting in French, Algebra and Geometry.

Mr. Lain, our smiling desk man, has taken up his school work again. He expects to enter Harvard, and is taking the preparatory work necessary.

A big pie feed is one of the events scheduled for Thanksgiving week. Of course, all the men of this camp are "pious."

Have you a New Testament yet? Mr. Maze has one for you, he has a special edition for commissioned officers. You will be proud to carry one of them. We also have some copies of the Donay version for Catholic men.

By the way, have you signed the War Roll yet? See Maze about that.

## WAR CAMP COMMUNITY SERVICE ACTIVITIES

**Walter P. Pfaff, Executive Secretary, Representing War Department Commission on Training Camp Activities, 441 Lemcke Annex.**

The group of ladies who conducted dancing parties at the Propylaeum last season are now conducting parties each Saturday evening at the Marion Club on Meridian Street. Men in uniform are welcome.

The Daughters of Isabella will give a dancing party at the Claypool Hotel on Saturday evening, November 16. The affair will be conducted in honor of Ora D. Archey, who was wounded in the battle of Chateau Thierry. Archey, who is a member of the 150th Field Artillery, is now at his home in Indianapolis.

The W. C. C. S. wishes to extend its appreciation to the officers and men of Fort Benjamin Harrison, and the Speedway and Motor Truck Corps for so promptly rendering assistance in the Victory Day celebration on Monday. The bands of these various detachments were prominent factors in the success of the celebration.

"Tony" Montani has just been appointed Song Leader for Camp Wheeler.

The Information Booth No. 3 at College and 42nd is now in charge of Mrs. L. Booth, Telephone Washington 3209.

The boxing tournament which was postponed on account of the "flu" will take place at Tomlinson Hall on Saturday night, Nov. 23rd. There will be some added attractions. This event will be in the form of a competitive exhibition between the Speedway and Camp Taylor.

## MOOSE TO GIVE BLOWOUT FOR THE SOLDIERS

The Moose say they cannot fly as high as the Speedway boys and that they cannot engineer things as well as the boys at Ft. Harrison, but that they are going to do their best to equal them at their dance on Saturday night, Dec. 7th. They seem to think the boys in camp are not getting enough pumpkin pie to keep their systems sweetened up and it is their intention to furnish them with the pie and enough dancing to jolt it down. There will also be a barrel of sweet cider to wash the whole lot down with, so bring your best girl and come. If you have no girl, there will be one there for you, so do not hesitate on that account.

This party is entirely at the expense of the Moose, so you do not have to wait for the ghost to walk. Just come and enjoy yourself to your heart's content.

SPEEDWAY FOLLIES—Haney could teach a bear to dance.

DESCHLER'S—
**MONOGRAM**
—QUALITY CIGAR

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

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*Our Work Always Pleases*
**HOLLAND STUDIO**
Makers of "QUALITY" Photographs
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Soldiers Always Welcome

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For Fine PAINTS and ROOFING MATERIAL
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23 S. Illinois St.
UNIFORMS, LEGGINGS
And Other Military Goods
*Also Hats and Men's Furnishings*

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Sittings Now for Christmas

9th Floor Odd Fellows Bldg.

Bexheimer STUDIO

Washington and Pennsylvania

Specials $4 Per Dozen Up.

No More Cigarettes, the War's Over—Smoke Cigars.

## WILL FLY FROM COAST TO COAST IN 21 HOURS

Trans-continental aero mail will go from the Atlantic coast to the Pacific within one day's daylight.

This is the assertion of Alan R. Hawley, of the Aero Club of America:

"The trans-continental mail lines will soon be established," said Hawley today. "When they are, we may expect to send mail from New York to San Francisco, from Boston to Seattle, from Philadelphia to Santa Barbara, from Washington or Charleston to Los Angeles or San Diego within one day's daylight. This will be done by relays of aeroplanes. The fact that the earth revolves from west to east makes this possible. Pacific coast time is three hours slower than Eastern time. At 3 o'clock in the morning in New York it is only 12 o'clock midnight in San Francisco.

"The direct line from New York to San Francisco, as the aeroplane flies, is exactly 2,500 miles. Figuring daylight from 3 o'clock in the morning until 9 at night gives 18 hours. But the time differential of three additional hours makes the available daylight flying time 21 hours. This would require a speed of only 120 miles per hour to make a non-stop flight across the continent.

"One hundred and twenty miles per hour is not a high speed as aeroplane performance goes now. On October 2 a De Haviland 9 aeroplane, equipped with a Liberty motor and piloted by Caleb Bragg, a civilian pilot of the bureau of aircraft production, flew from Dayton, Ohio, to Washington, D. C., a distance of 430 miles, in two hours and fifty minutes or at a rate of NEARLY 143 MILES PER HOUR. The Liberty motor produces, on the average, more than 400 horsepower.

"Our Government has already successfully tested out the first of the American-built Caproni aeroplanes, equipped with four Liberty motors, which develop 1,750 horsepower. Aeronautical engineers familiar with the progress that has been made in the last two years in aeronautics, and familiar, also, with the experiments now under way, believe that it is quite possible that we may see a 5,000 horsepower aeroplane within the next year.

"We ought to have plenty of machines capable of making better than 130 miles per hour when we need them for trans-Atlantic mail carrying.

"Before the war an aeroplane flew for twenty-four hours and ten minutes without landing, and a continuous flight of 1,400 miles was made on another occasion. THE WAR HAS ADVANCED AVIATION AT LEAST TWENTY YEARS."—*Aerial Age Weekly.*

## FLOUR CONSUMPTION BY ARMY IN OCT. AND NOV.

For consumption by the army in October and November, the Subsistence Division of the Quartermaster Corps has purchased 47,000,000 pounds or 239,796 barrels of flour. Seventeen million pounds are for domestic consumption and thirty million pounds for the troops in France. The Subsistence Division has arranged with the Food Administration to pay for flour by sight draft. This enables millers to bid more freely for Government business and helps the Army to buy flour at a low price.

More than 4,000,000 gallons of syrup have been purchased for the troops overseas by the Subsistence Division. Syrup, besides being used on hot cakes by the troops, is also used extensively in the sweetening of cakes and pies, thereby conserving sugar.

Over 100,000,000 cans of salmon—one year's supply for the army—have just been purchased, of which more than 80 per cent will be used by the overseas forces. It is estimated that 16 ounces of salmon are equivalent to twenty ounces of beef. Concentration of the product makes it particularly adaptable to mobile and trench warfare. More than $1,000,000 worth of evaporated milk has just been purchased for the American Expeditionary Forces by the Subsistence Division. This quantity is sufficient to supply the needs for one month.


# THE POWER TWINS

GIVE YOU POWER, MILES AND SPEED

*Fill Your Tank With* **RED CROWN**

*and Your Crank Case With* **POLARINE**

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

## STANDARD OIL COMPANY

CHICAGO (Indiana) U. S. A.

They are for sale everywhere—and they are the same wherever you buy them.

# KAHN UNIFORMS

## Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

KAHN-TAILORING-CO OF-INDIANAPOLIS

Sold At Kahn Building, Washington and Meridian Sts.

Tailored at Kahn Factory, St. Clair St. and Capitol Ave.

## THEATRE NOTES

With the presentation of Rex Beach's "Laughing Bill Hyde" Goldwyn guarantees the millions of the author's tremendous following a production without a peer on the screen and one the public will be quick to acclaim Rex Beach's greatest motion picture achievement.

Picture lovers will recall the gripping story and the many thrilling scenes of Rex Beach's "The Auction Block," and fresh in their memory are the appealing theme and red-blooded action of his "Heart of the Sunset." Yet in "Laughing Bill Hyde" the author has eclipsed both tremendously successful productions in the humaneness of the story of the Alaskan gold fields it tells.

As its featured player "Laughing Bill Hyde" has Will Rogers, the celebrated wit and lariat thrower of Ziegfeld's "Follies." He is the living counterpart of Bill Hyde, the author concluded, and Mr. Beach decided that no one but Rogers should play the part. Though new to the screen, Rogers gives a brilliant performance in the name role. His splendid work and the all-around excellence of "Laughing Bill Hyde," greatest of Rex Beach-Goldwyn Pictures, wil at once delight and thrill lovers of all that is best in screen drama when it is presented at the Circle Theatre all next week.

**B. F. KEITH'S.**

"In the Dark," a melodrama in one act, is the feature of next week's bill at B. F. Keith's. A company of eight appears in the cast, which was selected by Al Lewis, of the Lewis & Gorden Producing Company. Mystery enshrouds the action of the little melodrama until the curtain descends. Then "In the Dark" is brought to light.

Chief Caupolican, a chief of the Auronoca tribe of Chile, South America, is an orator and singer of ability. He was educated in American universities and speaks English, Spanish and French.

Juliet, a young woman who has chosen not to be known by her real name, appears in what is styled a one-girl review. She is a versatile performer who sings, dances, plays—in fact, presents a vaudeville program all her own.

Eddie Weber and Marion Ridnor sing and dance. Teschow's trained cats are feline performers well known to vaudeville. Alfred Latell, remembered for his characterization of the ferocious lion in "The Wizard of Oz," will be seen with Elsie Vokes in an act that gives Latell opportunity to display his talents as an animal actor. Coakley and Dunlevy have a comedy skit called "Over There." One of them is a darky soldier who has had his turn at the zero hour.

Manager Eggleston announces news pictures as an added attraction.

**"WHY MARRY" AT THE SHUBERT MURAT, INDIANAPOLIS.**

"Why Marry", the new comedy which Selwyn and Company, in association with Roi Cooper Megrue, present at the Murat theater for three nights commencing Thursday, November 21st, was written by Jesse Lynch Williams, well known both as a novelist and playwright. The play, all other questions aside, is distinctly representative of American humor. "Why Marry" is most frequently compared with George Bernard Shaw's "Getting Married." Historically, it was written before the Shaw play. The comment most frequently heard on it is that Mr. Williams supplies the element of action which Mr. Shaw chooses to do without.

The dialogue is brilliant and incisive. The people are real and, as the author describes them, the story has to do with the affairs of Jean, the younger sister who has been brought up to be married and nothing else. Rex, an unmarried neighbor, who has not been brought up to be anything but rich, Lucy the hostess of the house party where the action of the play transpires, who is trying her best to be "just an old-fashioned wife" in a new-fashioned home; Uncle Everett, a judge, who belongs to the older generation and yet understands the new—and believes in divorce; John, who owns the house and most everyone in it—and does not believe in divorce; Cousin Theodore, a clergyman and yet a human being, who believes in everything—except divorce; Helen, the host's sister whom every one wants to marry but who doesn't want to marry any one, and Ernest, a scientist, who believes in neither divorce nor marriage, but makes a great discovery.

The play is about marriage—the one thing, as the author says, we all want to enter, avoid or escape.

Selwyn and Company, under whose direction it is produced, has assembled a cast of unusual distinction including Nat C. Goodwin, Edmund Breese, Ernest Lawford, Leonard Mudie, Lotus Robb, Louise Randolph, Anne Morrison and a number of others.

A merry melange of mirth and melody is the six-act vaudeville bill at the Rialto theatre the first half of this week. The Winter Garden Revue with seven dancing girls and a man is the headliner. The act is said to carry special scenery and wonderful costumes. Other features on the bill are Mardo and Hunter presenting something new in comedy entitled "Flip It Up." Jack Owens is a jovial chap and billed as "The English Randy." Bauman and Davis offer "The Boob Chaperone" which is said to be extremely funny. Cecile Paquin said to be the most beautiful woman in all France will present a series of amazing poses, depicting in flesh a number of the world's renowned masterpieces. "The Triumph of Venus,' a surpassingly beautiful mythological romance of the Grecian Gods and Godesses. It is said some of the most wonderful water scenes that have ever been filmed are seen in this picture. The program will change entirely on Thursday.


SPEEDWAY FOLLIES

Variety Review

BIG BEAUTY CHORUS

MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Nov. 18th

PARIS BY NIGHT

*Where the Crowds Go....*

LYRIC

CONTINUOUS VAUDEVILLE

A Whale of a Show For 10c——20c——30c

ALHAMBRA

WHERE ALL INDIANAPOLIS GOES TO PHOTO PLAYS

ISIS ALWAYS 10c

GOOD PICTURES
GOOD MUSIC
*Across from Terminal Station*

ENTIRE WEEK STARTING SUNDAY, NOV. 17
REX BEACH'S
Great Story of the North

"LAUGHING BILL HYDE"

With WILL ROGERS, the Famous Wit and Lariet Thrower of *Ziegfeld's Follies*

RETURN ENGAGEMENT
CHARLIE CHAPLIN In "SHOULDER ARMS"

EXCLUSIVE MOTION PICTURES OF MONDAY'S VICTORY DAY CELEBRATION
CIRCLE CINEMA NEWS AND ALLIED WAR REVIEW

GERALD GARDNER
*"The Songs of the Desert"*

SIGNOR ERNESTO NATIELLO
And the Circle Orchestra

B. F. KEITH'S

...Victory Vaudeville...

We Always Win! Where Gloom Is Forever Interned

WHO IS GUILTY?
IN THE DARK
Mystery Melodrama—In This Tense One-Act Playlet of Modern Times Every Member of the Cast is Suspected

The Peer of All Impersonators
MISS JULIET
A ONE GIRL REVUE

Coakley & Dunlevy
A Comedy in Color
A Military Mirth Maker
"OVER THERE"

Leading a Dog's Life
Alfred Latell
Renowned Animal Actor in "Le Chien Rigold" With Elsie Vokes

Original American
CHIEF CAUPOLICAN
Indian Orator and Singer

Young America!
WEBER & RIDNOR
Youthful Prodigies

Angora Actors
TESCHOW'S CATS
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Special Added Attraction—One-Reel Feature Each Week Showing the Work of the
AMERICAN RED CROSS
In Europe—This Week, "Victorious Serbia."

Every Day at 2:15 and 8:15 Seats One Week in Advance.
ADMISSION 10c TO $1.00.

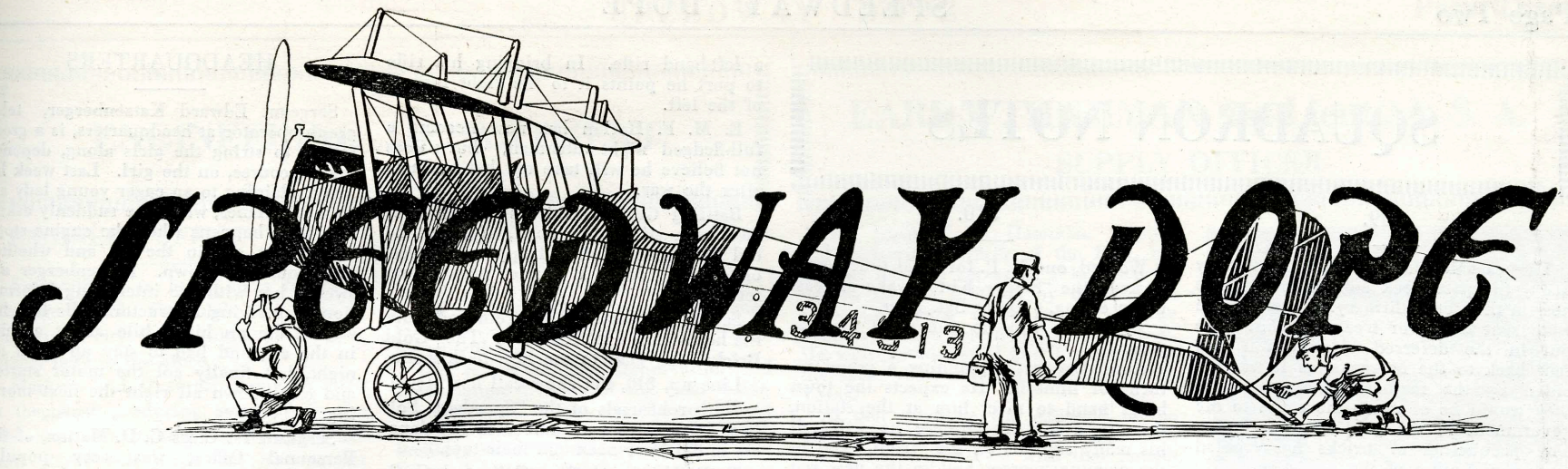
RIALTO

"THE TRIUMPH OF VENUS"

A SUCCESSION OF MARVELOUS SPECTACLES THAT BAFFLE DESCRIPTION—SO DIFFERENT—SO UNUSUAL—IT IS ASTOUNDING.

6 — VAUDEVILLE ACTS — 6

INCLUDING THE
WINTER GARDEN REVUE
A BREEZY MUSICAL COMEDY
AND
CECILE PAQUIN
THE CLEOPATRA OF TODAY
Presenting Amazing Poses, Depicting in Flesh the World's Renowned Masterpieces.

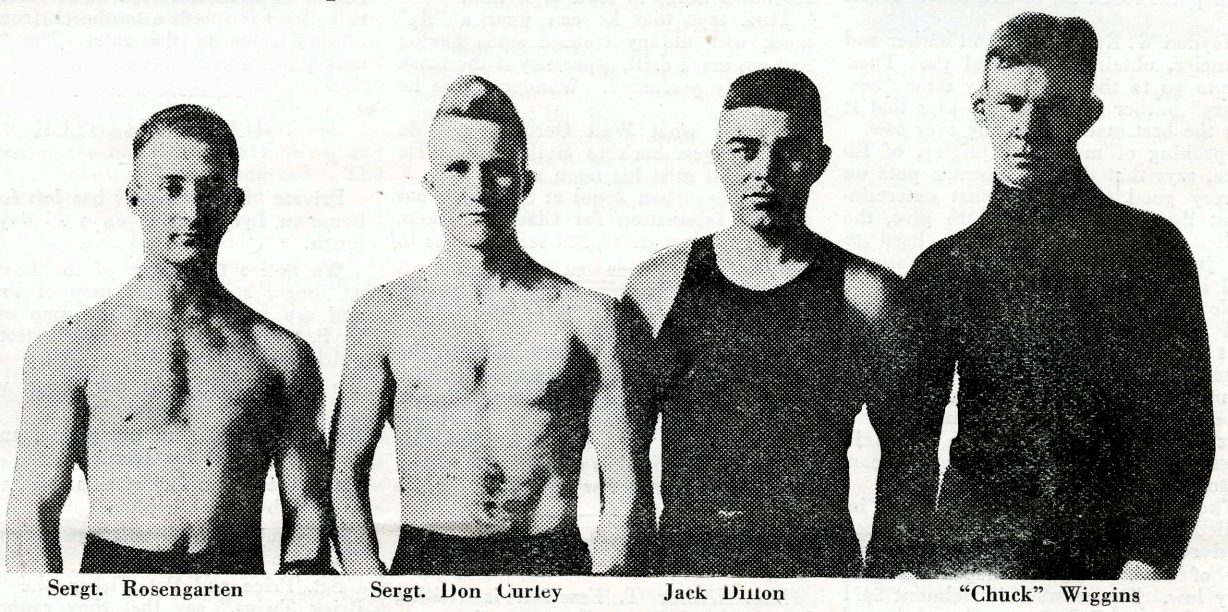



Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Nov. 23, 1918 | Number 9

# ALL READY FOR BOXING CARNIVAL

## The Speedway-Camp Taylor Fighters Meet Tonight at Tomlinson Hall—Boxers of National Reputation to Take Part—Seats in Great Demand.



Sergt. Rosengarten | Sergt. Don Curley | Jack Dillon | "Chuck" Wiggins

SOME OF THE SPEEDWAY TALENT.

Governor Goodrich will very likely be the guest of honor at the big boxing show to be staged at Tomlinson Hall, and many other notables in civil and official life, and ladies, will be present. A box of eight seats has been reserved for the Governor and his party.

"I shall attend if at all possible," said Governor Goodrich, "and if I'm unable to be there I shall send representatives. I like boxing as a real sport. I saw it in the Y. M. C. A. and the K. of C. huts in the training camps and it appeals to me as a good sport to keep the youth of the land physically strong. I know it has been of big value in training the soldiers and how its value has been recognized by the men training our soldiers and sailors."

Lieutenant Snee, Athletic Director of the Speedway Aviation Repair Depot, is in general charge of all the arrangements, and that means that everything will be set all right. Capt. Edward Laughlin, of the Speedway, will be the announcer, and Lieut. Wilbur T. Emerson, the popular Post Exchange officer of the Speedway, will be official time-keeper.

Tonight at Tomlinson Hall the biggest boxing event of the year in Indianapolis will be staged between the Speedway and Camp Taylor fighters, provided the "flu" does not give the show a knockout, as it did several times already. Six matches have been scheduled between the boys of the two camps under the direction of Lieut. Snee, for the Speedway, and Packey McFarland, for Camp Taylor. In addition to this program a six-round headline bout between Jack Dillon, of Indianapolis, and Gus Christie, of Milwaukee, is promised as the big attraction.

Another bout was added at the last minute to the already long program by arranging a four-round contest between Young Halstead and Milburn Saylor, both rough and tumble battlers, that is sure to be a great attraction.

Our team is made up of Don Curley, who will box four rounds with Charles Metrie, 145 pounds; "Knockout" Brown, who will box a three-round exhibition with McFarland; "Chuck" Wiggins, who goes four rounds with Hugh Ross; Serg. Rosegarten, who works four rounds with Private Sollie; Sollie Epstein, who boxes Frankie Mason, and Dominic DeLucco, who goes four rounds with Sam Sandow.

Frank and Jim Chaput are to put on a four-round bout to settle an old dispute as to who has the edge on the other. This little brotherly contest, it is said, will be a whirlwind struggle until one of them cries "Kamerad," as they are going to settle the argument tonight and then sign an "armistice."

A big campaign has been on to sell the tickets and their sale has been exceptionally good, as the money thus raised is to go to the War Camp Community Fund. The ring-side seats are sold at $5 and box seats at $3, reserved seats at $2 and general admission, $1.

## United War Work Campaign a Big Success

Captain Laughlin, Treasurer of the United War Work Campaign, announced last Monday the result of the week's work in raising funds. Serving on the committee with Captain Laughlin were Captain Robison and Mr. Shaw, of the Y. M. C. A. The sum of $1,442.80 was raised on this field, divided as follows:

| | |
|---|---|
| 809th Squadron | $290.00 |
| 810th Squadron | 117.80 |
| 811th Squadron | 506.50 |
| 821st Squadron | 343.50 |
| Hospital | 28.00 |
| Quartermaster Corps | 20.00 |
| Officers | 137.00 |
| Total | $1,442.80 |

This is a splendid showing, and the men and officers of this Depot are to be congratulated on their efforts to support the laudable work of the seven large organizations for which the money is being raised. These seven organizations are:

National War Work Council of the Y. M. C. A.
War Work Council of the Y. W. C. A.
National Catholic War Council (K. of C.)
Jewish Welfare Board.
The War Camp Community Service.
The American Library Association.
Salvation Army.

The soldiers both at home and overseas have received so much benefit in various ways from all these organizations that they are glad to add their contributions to the expense of this welfare work. Never in the history of the world have so many soldiers been mobilized in camps and on battlefields; and yet never in the history of the world have soldiers been so well taken care of by volunteer civilian societies, whose members, both men and women, have with untiring diligence and self-denial looked after the physical, mental and spiritual well-being of the soldiers.

As the memory of the great war for world liberation will never fade, so will live also the memory of the good deeds of these men and women, who stood behind and beside the soldier and made ultimate victory easier in the great world struggle.

## Col. Robins Flies 225 Miles In Three Hours

Lieut. Col. A. W. Robins, former commanding officer of Scott Field but now supervisor of the Northern District, arrived at the Post on Tuesday in a new Curtis H aeroplane equipped with a Hispano-Suiza motor and an extra 50-gallon gas tank. He made the trip from Indianapolis, 225 miles, in three hours, without a single stop. He was accompanied by Lieut. W. E. Groom, his adjutant, who was also formerly located here. —From the *Aerofoil*, Scottfield, Ill.

### Col. Robins in Detroit

Colonel Robins, with Lieut. Groom, his adjutant, left for Detroit by train last Monday night, after waiting in vain for favorable weather to fly. He could have made the trip in three hours by air, as he much preferred to do, instead of taking something like ten hours by rail.

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S 742d

## Netzel Wins State Pool Championship

Serg. M. A. Netzel won the state championship in pool from Gene Henning by the two games played here at the Post Exchange Monday and Tuesday nights, by a margin of 72 points.

They played two nights at the Claypool billiard parlor for 250 points and the score stood 245 to 250 in Henning's favor, but when they played out here Netzel began getting the best end of it. Monday night the score was 130 to 109 in Netzel's favor and 125 to 69 Tuesday night, making the 500 points for Netzel and 428 for Henning. Henning had held the championship of the state for the last five or six years. Netzel also holds the Northwestern Championship.

Harry Cooler and Netzel played for 150 points in billiards on Wednesday, Thursday and Friday nights for 50 points each night. Cooler won out Wednesday night in a very close game, 50 to 46. Thursday night the score was 54 to 38 in Netzel's favor.

Netzel is now trying to arrange to have Neusbaum, the champion three-cushion billiard player, here next week.

The Post Exchange is crowded every night by the men to watch these experts in billiards and pool.

## Inspection Contest Is Won By The 821st

The efficiency flag seems to be going the rounds, as 821 again headed the list in the inspection rating last Saturday, November 16th. The rating on the inspection of barracks, mess halls and outside premises were as follows:

First—821st Squadron.
Second—811th Squadron.
Third—810th Squadron.
Fourth—809th Squadron.

In spite of the signing of the armistice, inspection on Saturdays goes on with the same rigid care, and with ever-increasing competition.

# SQUADRON NOTES

## 809.

The casualty list has been unusually heavy the past week and three men are now in the Post Infirmary. Several more were sent there for treatment, but were put in the deferred classification and sent back to the barracks, as it was decided by the medical authorities that they would be of much more use to the government in the gold brick industry. The production of bricks has trebled since the signing of the armistice.

One of the 809 men recently applied for a midnight pass on the ground that he desired to attend a fashionable dinner at the Claypool after the theatre. He was discovered about 11 p. m. eating a ham sandwich in a dairy lunch called the "Busy Bee." We won't mention any name, but these Sacramento boys sure "buzz" around anything that has the name "Bee" attached to it.

Anyone desiring to borrow "Rookie" Troxel's overcoat may do so by sewing a chevron on the same. Anything from a Corporal to an M. S. E.'s chevron will do.

Hayden W. Evans, squadron barber and financier, obtained a special pass Tuesday to go to the city to buy some "necessary" barber supplies. He says that it was the best matinee that he ever saw.

Speaking of matinees, Quigley, of Elmira, says that the Isis Theatre puts on a very good show and what entertainment the show people fail to give, the audience makes up for. It's hard to see just what he is driving at, so we will let the matter drop.

Now that this cruel old war is over and there is no more danger of being shot or gassed, Sgts. Marsh and Crooks have decided to step into the holy bonds of matrimony. Informal announcements have been made of their coming marriages and the entire squadron unites in extending its heartiest and profuse congratulations.

The new pay telephone has been installed in the Mess Hall and has been used so extensively lately that the supply of washers in the shops is getting very low. The number is Belmont 2421 and is known by every unassigned damsel in the city.

Sgt. Carr returned from a short trip down to his farm at Belmont, Ky., recently and states that his tobacco crop will be enormous this year. He also says that Louisville still takes the lead when it comes to fast horses and wild women.

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Marsh—"Where is Tellier?"

H. Evans—"I don't know, but I heard a big noise and felt a lot of hot air, so he must be around here somewhere."

---

There is a great deal of argument around here lately on the proper and best way to prepare chicken so that it is eatable. But up to the time that the *DOPE* went to press, no definite conclusion has been reached, except that it is always best to remove the interior decorations of a fowl before cooking. Everyone agreed on that.

Although he is nearly broke, Clayton Riley states that his shoes are fast wearing out and he will soon be on his feet again.

---

James V. Long (looking for a job after getting a discharge from the army) —"An easy job will suit me."

Price—"How about winding the clock every week?"

Long—"I might make that do, you know, but what's the matter with tearing the leaves off the calendar every month? Or I might sharpen pencils for a smart lawyer."

Price—"Don't do it, Jimmy, it might be too much of a strain on you."

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Barber Evans—"Razor all right, sir?"

Capt. Mahan—"Well, Evans, if you hadn't mentioned it, I would never have known there was a razor on my face."

Evans (with a huge smile on his face) —"That's good. This is my best razor."

Capt.—"No, that's not the idea. I thought you were using a file."

---

Capt. Robison (at sick call)—"You must isolate the patient."

Sgt. Cooper—"All right, Captain, but where shall we put the ice?"

## 810.

Wanted, one K. P. for meal times only, to keep the "Sleepy Kid" awake at least while eating. Apply Sgt. Baer.

Ask Stone why he didn't get his late pass.

Rube Cooper is planning a grand return for himself. He expects the town brass band to meet him at the station, then to a big feed where he will tell his many exploits on the "front," and in the evening a great ball in the new red barn of Squire Hasset.

Farmer Zuck has returned from King corn. He claims to have beaten the record "back home, by gum."

You have to give 810 credit—champion football player, North from Iowa, and champion wrestler Daughetee, from the same state.

Saul Blaustine has much trouble having his name understood. Why, he had to tell it ten times before it could be remembered.

No wonder Varns is always so healthy. He has a nurse to look after him.

Turk says that he can wear a "flu" mask without any trouble since having had gas mask drill, especially if the mask is sweetly perfumed. Wonder where he got it.

Wonder what Walt Oerding will do when he gets back to civilian life. He surely will miss his noon nap.

The interurban depot at Speedway has a great fascination for Claudie Ficken, as he is always there, but seldom goes to town.

Groves surely has his troubles. He knows where he is going, but forgets just where to get off.

810 has had to go a little easy on the United War Work Campaign, as the boys spent all their money on Liberty Bonds.

Sergeant Fred Foot was a passenger with Instructor Carlstrom in a flight over Nordyke & Marmon's and the city, doing acrobatic stunts, a few days ago.

## 811.

Mrs. Wilbur T. Emerson is visiting her husband Lieut. Emerson, the commanding officer of 811 Squadron.

First Class Private, Frank Sylva, former featherweight boxer of this Squadron, has his hat in the ring again. Sylva says he is going to make some "comeback."

If Sergeant Rosengarten takes his Camp Taylor opponent through six rounds of as fast fighting as he went through the other night himself while training, we feel sure that he will bring home the bacon, as he has in the past.

Private Kennan, alias "Fat" (two hundred pounds) and Sergeant Stokes Brown (ninety-eight pounds) gave the boys much entertainment the other evening when they staged a two-round bout which would have been very successful if Brown could have stayed on his feet. "I still think I can whip him," says Brown, "provided they give me more room to get away from his rushes."

Private Betts left for Cincinnati, Ohio, where he will take the examination to qualify for Airplane Pilot.

Private Carpenter received a thirty day furlough. His present address is General Delivery, Columbus, Indiana. The most of us would be willing to live in Columbus for a thirty day furlough.

If Coon, the tailor, and Leo, the cook, were walking down the street, what would they be?

Private Mortland received a ten day furlough to attend the funeral services of his father. The sincere sympathy of the Squadron is extended to him.

Corporal Salmon left for Chicago to take examinations to qualify for ground school training.

## 821.

Once more 821 copped the Efficiency banner, and they didn't use any paint, either.

Get on them rifles, men. 811 has at last got rifles, although we don't believe we will ever have to use them. Who said "Home Guard"?

Harry Nette has placed an order for a left-hand rifle. In bringing his rifle to port he points it to the right instead of the left.

E. M. F. Harlan has now become a full-fledged night-watchman, but does not believe he will take up that business after the war.

Battling Gaskell said his challenge of last week still holds good, although he did not think he should oppose any second-rate fighters. I wonder who he refers to.

Scorpion Whitehead has returned from the hospital at Fort Harrison. The "Gold Bricks" are glad to see him back again.

Line up, 810, the chow call has blown.

Since rehearsals of the "Speedway Follies" have started a number of the dancers in 821 have been "on their toes."

T. P. Martin, Arthur Geib and C. S. Schaefer have left on furloughs.

One of the 810 men remarked to Sergeant Gorman that all 821 men were rookies. Jack came right back at him with the remark, "Well, if the 810 gang are all soldiers, I'm glad I'm a rookie."

Charles Can Dyke left Thursday evening for his home in Crawfordsville on a nine day furlough.

Tristler has shown that he is a game sport. He bet with Selig that the war would not be over within a certain length of time and lost. The loser was to roll a bean with a toothpick from the officers' mess to the gate. The "roll" took place Wednesday noon.

## QUARTERMASTER

Private "Dady" Renew has left for his home in Lynn, Mass., on a 10 day furlough.

We notice that some of the boys are no longer studying the map of France, and are now studying the map of the U. S. and looking for the shortest and quickest way home.

We have a fellow in our corps, whose first name it is Bennie,
He calls a girlie on the phone, and always asks for Jennie.
He is the "John D." of this Post, whose job is sure a pipe,
He'll jump up high and sure be sore to see this all in type.

Sgt. Price and Pvt. Fisher, the "Gold Brick Twins," say that they cannot afford to be mustered out too soon, as they have quite a few more dinner engagements they can't miss.

## HEADQUARTERS

Sergeant Edward Katzenberger, telegraph operator at headquarters, is a great fellow to string the girls along, depending, of course, on the girl. Last week he was explaining to an eager young lady all about airplanes, when she suddenly asked him what happens when the engine stops while they are in the air and whether they could get down. Katzenberger answered her with the interesting information that Flying Instructor Mills had his engine die on him while about a mile in the air, and had to stay up there all night, but finally got the motor started and came down all right the next morning.

Sergeant 1st Class C. D. Mattox, of the Personnel Office, was very popular around headquarters for several days, as he received a big box of home-made candy from his sister-in-law in Virginia. He was worried for a few days until he discovered who it was from, as he thought he might thank the wrong lady.

Miller to Brown—"Say, what does O. I. C. stand for?"

Brown—"Officer in Charge, bonehead."

Miller (absent-mindedly)—"Oh, I see."

Cpl. Richard Pauls, Postmaster, has been home for the past few days, owing to the illness of his wife. Headquarters men join in wishing her a speedy recovery.

---

SPEEDWAY FOLLIES
(Date to be announced.)

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# ENGINEERING DEPARTMENT

## ENGINEER OFFICE NOTES

Futransky is to leave on a furlough, Chicago bound. He didn't have to go to the windy city to get wind, as there is plenty here in the office.

Markum and Goar are going to open a theatrical producing company in the Merchants' Bank Building after they get out. Goar will teach 'em how to act and furnish the capital, and Markum will teach 'em how to dance and take the money.

Sol., our singing beauty from the Bronx, has left us and gone over to the Hangars. It is his first course in flying and we hope his engine stops 8,000 feet up and he can't come down.

Willis says: "Some of you birds won't be so lucky in copping out the pretty chickens when you get that uniform off, and we believe him." Wells never had a girl until he came into the army.

Nig Henry says he likes to see the beautiful blossoms come forth in the spring; otherwise he don't care for them. Mystery.

Shumaker says: "Crooks spends all his time fixing up his desk and then doesn't do anything."

Stricker was to be one of the dancing stars in the Speedway Follies, but now he won't play. He's peeved and we are going to buy him a whole box of stick candy to get him in good humor.

Stedfeld is busy reciting "What he would do to the Kaiser." He knows it by heart now and wishes it on us all day long. We would much rather hear him sing "What he did in the trenches at the Speedway in 1918."

Haney was busy showing us 6 large photos of his sweetheart last week. We don't know whether the girl has a bad taste or Haney is a good pick. He has not been up town this week, and when we ask him why, he answers that anyone that teaches rookies how to dance will be all in for a week after the lesson. He, Markum, Goar, and Rhodes have an interest in Block's store.

Old man Crump says that his girl asks him for $10.00 every week. When we asked him what she does with so much money, he answered that he did not know, as he has never given her any yet.

Jake says he hopes that he is not discharged before the "Follies" is staged. He wants to still have his uniform on so he can slip in without being searched, as he expects to take some rotten lemons, etc., in with him. Go to it, Retseck, I'm for you.

Any man in the shop who is unable to think up any dope on the discharge question will apply to the Engineering Office. There is always plenty of it floating around there. If not, we will have Sgt. Willis light up one of his Home Runs.

## MAINTENANCE DEPT.

Sergeant Stoner is back with us again after spending ten days in Chicago.

Sergeant Cook, of the 811 Squadron, has been assigned to this Department. "A dandy good fellow."

Israel "Jiggie" Kreich is now a real papa, being the father of a brand new daughter.

Who is the Admiral of the Irish Navy, Ryan or Emerson?

Did you ever hear Grandma Homberger try to argue? You cannot tell whether he is coming or going.

The Dachshound has very short legs (despite his pro-German activities) but his pants are just as long as any other dogs.

## "CONCERNING CONSERVATION"

The armistice has not yet been signed between conservation and waste, and it never will be.

The report of the Conservation and Reclamation division of the Quartermaster Corps, U. S. A., for August shows that the army waste of foodstuffs, which includes bread, cooked meat, grease and bones, has been reduced to 3.5 pounds per man per day. This figure is much lower than the waste of the civilian population of any of the larger cities in the United States. Statistics from thirty-one camps and cantonments show a total garbage collection of 592.1 pounds per one thousand men per day.

During the month the division repaired in the camps and cantonments throughout the country a total of 1,733,735 articles of wearing apparel, according to *The Army and Navy Journal.* This includes 425,989 pairs of shoes, 38,559 hats, 20,543 overcoats, 100,642 coats, 348,650 pairs of breeches, 81,606 flannel shirts, 129,314 undershirts, 168,932 pairs of drawers, 10,555 pairs of stockings, 24,709 pairs of leggins, 103,502 blankets, 2,283 sweaters, and 12,629 other articles, including 61,909 cots and 18,158 tents.

During the month, 6,119,611 pieces and 390,613 bundles were laundered. The revenue was $255,486.83.

Waste material collected at camps and cantonments included aluminum, copper, lead and zinc, 147,269 pounds of rubber, 711,315 pounds of cotton rags, 420,295 pounds of woolen rags, 57,879 pounds of rope, 1,822,175 pounds of paper, 1,348,637 pounds of bags, 192,468 pounds of burlap, 626,860 pounds of leather, 263,835 pounds of glass, bottles and jars, 107,168 pounds of barrels and boxes, 7,168 pounds of horse and mule hair, 289,655 pounds of waste lumber, and 9,627 pounds of miscellaneous waste. This waste was either turned over to army organizations or sold. The revenue totaled $102,650.19.

Six hundred and twenty-eight dead animals were collected, from which a revenue of $1,417.28 was derived; 94,726 tons of manure were collected, and sales brought a revenue of $28,132.63; 2,732 tons of condensed hay and straw brought $2,018.41, and ninety-seven tons of miscellaneous material brought $1,192.95, and the sale of garbage, $51,243.57.

The gardening reports show that thirteen camps, one proving and one flying field, have camp gardens with a total acreage of 2,391.

The manufacture of galvanized iron buckets for the Army has begun at Camp Joseph E. Johnston. The division at this camp has been converting old scrap galvanized iron collected about the camp as waste or salvage into serviceable buckets.

Conservation helped to make the world safe for democracy—and it's still on the job.

## AERO SUPPLY

"Unk" Newton politely informed us after the Armistice had been signed that we were all good friends as long as we were in the army together, but when he got his discharge and went outside the gate, that was where "friendship ceases." We wonder what he meant.

Sergeant Barber has gone to Texas for a ten days' furlough. It looks like he can't stay away from around Kelly Field.

"Dad" Myers called one of the downtown wholesale houses and wanted to talk to the Claim Department. After repeated efforts in trying to make the operator understand he endeavored to spell it for her. We presume that in Nebraska it is spelled "Klame."

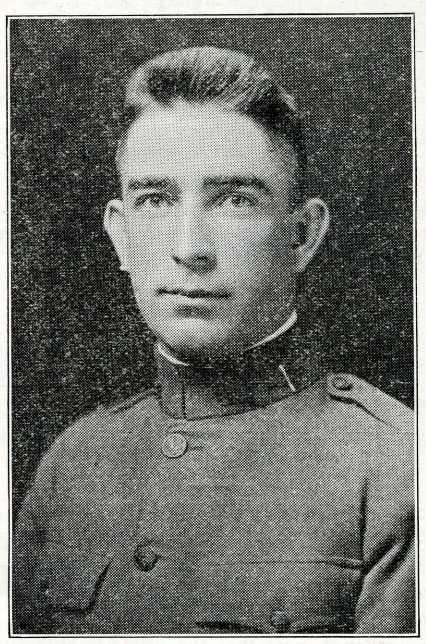
Back to the coal business for Whittaker. When he gets his discharge he never wants to see a Property Return again. Ask him why.

Homer Clarke informed us recently that he is a P. S. man. We understand from that he means Pick and Shovel man instead of Previous Service.

**Drink COCA COLA and YUNCKER'S SODA**

# EARL W. HAMMAN, 1st Lieut., A. S. A.

## SUPPLY OFFICER



First Lieut. E. W. Hamman, Supply and Disbursing Officer of the Post, began his military career in 1915 when he drilled on the grounds by the Golden Gate, California, made famous by the Panama Pacific International Exposition. He was commissioned 2nd Lieutenant in the same year and sent to Kelly Field, Texas.

At that camp he was assigned to the 810th Aero Squadron in January, 1918, and came to this Post with that Squadron a month later. His ability was quickly recognized at this station and he was made Assistant Supply Officer in March and Disbursing Officer in May. He was promoted to 1st Lieutenant in August, 1918.

Lieut. Hamman was appointed Chief Supply Officer last summer and took charge of the important work at the Aero Supply. In this capacity he has shown himself to be the right man in the right place. The work in both of these departments runs smoothly and is efficiently done. Every man under Lieut. Hamman's command likes his chief. When at work, he is all business, but when the working hours are over he is in for anything with his men. Basket ball is his favorite athletic sport and he has organized one of the best teams on the Post and is a star player himself.

His present home is in Echo, Oregon, where he found the range and mountains too inviting to remain indoors. He attended college at the Oregon Agriculture College and at the University of Denver.

## A NEW GIANT AIRPLANE

The trial flight of the first American built Handley-Page airplane was witnessed last Friday by President and Mrs. Wilson, Secretary of War Baker, Mr. John D. Ryan, Colonel Arthur Woods, Assistant Director of Military Aeronautics and a crowd of five thousand spectators. The event took place at the polo field in Potomac Park in the early part of the afternoon.

The airplane was piloted by Captain E. B. Waller, of the Royal British Air Forces. Prior to the flight Captain Waller shook hands with the President, who expressed an interest in his career. To emphasize the size of the biplane, an ordinary plane was parked beneath each of its broad wings.

## FIVE PLANES FLY TO TENNESSEE.

Five Curtiss JN4D planes, repaired and rebuilt at this station, piloted by 1st Lieutenant William S. Brock, 2nd Lieuteant Russel A Young, 2nd Lieutenant Ralph A. Henkel, 2nd Lieutenant Harold R. Wells, 2nd Lieutenant William J. Lowry, left Speedway at 9:00 o'clock Friday morning for Park Field, Millington, Tenn. 1st Lieutenant William H. Fitzpatrick, 1st Lieuteant John H. Holmes, 2nd Lieutenant Eli S. Eldredge and 2nd Lieutenant J. J. Snyder, all of this station, accompanied the aviators as passengers. Lieutenant Eldredge has had 200 hours in the air and, upon successful completion of the aviation examination at St. Louis, will be assigned to flying status.

**CHAS. F. BRETZMAN**
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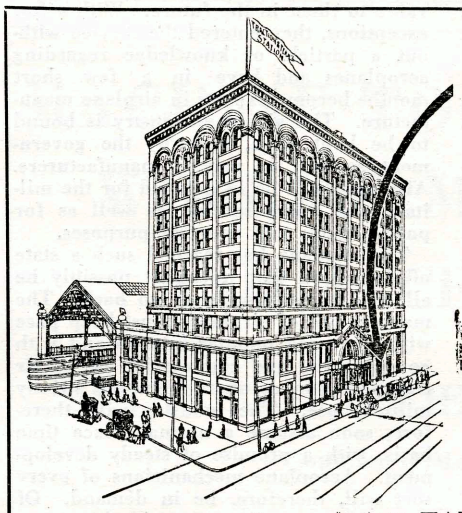

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# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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## THE FUTURE OF THIS DEPOT

There is naturally much curiosity on the part of the officers and enlisted men stationed at the Speedway, as well as upon the part of the citizens of the community, regarding the future of this repair depot, now that the war has ended. Nothing is as yet definitely known from an official source as to what is to be done with this depot. Plans for the establishment here of a training school for engineer officers have now been held up, and the barracks and mess hall for the proposed school are not to be built. The erection of two new steel hangars which had been authorized at the Speedway motor track, for the assembling and rigging of planes to be flown away from the depot, has also been stopped on instructions from Washington. Meanwhile the structural steel for these hangars is arriving and will be stored at the depot. Whether the government will decide to erect these hangars in connection with the permanent use of this depot, is not as yet known.

There are many points of advantage in maintaining the Speedway Aviation Repair Depot. The geographical location and the railroad facilities are admirable, besides which the location is excellent with regard to the securing of supplies of various kinds needed for the work. There will undoubtedly be more or less flying done after the war in the northern section of the country between the Mississippi and the Atlantic. The projected postal route from New York and Washington to Chicago will also doubtless become a reality. It will be necessary also to provide facilities for flying training for future aviators, as well as practice for those pilots who have finished their war duties and have returned to the reserve status. An excellent repair depot such as Indianapolis has furnished to the air service, combined with a flying field like the Speedway motor track grounds, would seem to offer a splendid combination which should prove particularly advantageous for the support of the above mentioned aerial activities.

The public in and around Indianapolis as well as throughout the state, have manifested widespread interest in aviation, and have had the opportunity on many occasions of seeing the airplane in action. Hundreds of flights have been made in this state in connection with the liberty loans and the United War Work campaign.

With the assistance of officers from this depot landing fields have been examined and selected in almost every county of Indiana. These landing fields have been duly marked and charted and should prove of considerable value both for cross-country flying and for any aeronautical activities centering in Indianapolis, which is located in almost the exact mid-point of the state. Nearly a score of the above mentioned fields are provided with night lights for night flying, and the Speedway field itself is also provided with flood lights. It would, therefore, seem that this depot should be maintained as a permanent plant. However, the matter will have to be considered in connection with the air program as a whole in peace times, and as affecting the country at large. The board appointed to work out the problems of demobilization of the air service, and its establishment on a permanent peace basis will, doubtless, decide the future of this and other air service stations wisely and in due season.

## ANOTHER "FLU" EPIDEMIC

Influenza has again broken out in Indianapolis. Our camp has been fortunate during the previous epidemic in remaining comparatively free from a severe attack. Now that the disease is again spreading, it behooves us to take every possible precaution to keep it from making any inroads among our men. The city health authorities have ruled that every person entering a crowded gathering of any kind, whether in stores, theaters, or other public places, must wear a protective mask of gauze.

A memorandum issued from headquarters to the men of this command directs them to comply with these city regulations. The men are cautioned to live up strictly to the rules regarding the wearing of masks, for their own protection as well as for the benefit of the rest of the Post. It is hoped that the present epidemic will not last long, but while it lasts everyone must be careful.

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He was certain that our army could not fight; but when he discovered that by some oversight no manual for retreat had been incorporated in our tactics, the jig was up.

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Judging from the way the political guillotine has been dropping crowned heads in the basket throughout "Mittel Europa," it looks very much as though regal headgear of the old time styles will not be very much in vogue with the Teutonic peoples in the future. But we have this suggestion for their benefit, if they need our advice:

Junk the old Hohenzollern machine, from carburetor to tail-light, and then, if they must have royalty in high places, go into south Germany and draft a scion of any one of the lesser germanic ruling families. Most of them are as old as the Hohenzollerns, and none of them have so unsavory a reputation behind them.

The next Emperor of Germany must come into court, not only with clean hands, but with a pedigree that will stand the acid test for respectability. The civilized world will stand for no less.

---

## OUR "GROUND" AVIATORS OF THE SPEEDWAY.

Many of our boys are undoubtedly much disappointed at not having crossed to the other side before the ending of the war. It is, however, not yet entirely certain that some of them will not go over. Whether they do or not, they can rest assured that they have done their work efficiently and have helped in the winning of the war right here at the Speedway Aviation Repair Depot in Indianapolis, just as much as though they had been in France.

How long it will be before the men are released from the service has not yet been made known. When our "ground" aviators do go back to civil life, however, they will go out with a knowledge and an experience which will be of great value to them in the future. With a few exceptions, they entered the service without a particle of knowledge regarding aeroplanes and have in a few short months become experts in airplane manufacture. The airplane industry is bound to be kept alive, both by the government as well as private manufacturers. Airplanes will be in demand for the military and naval service, as well as for postal routes and sporting purposes.

The airplane has reached such a state of perfection that it cannot possibly be allowed to deteriorate or go back. The manufacture of airplanes must keep pace with increased popular interest and with governmental and commercial use of air transportation as apart from the strictly military use. The industry will, therefore, soon assume a normal peace time basis, with a promise of steady development. Aeroplane mechanicians of every sort will, therefore, be in demand. Of the aviation repair depots in this country, this one at Indianapolis has had the highest record for efficiency and production.

The men who have been trained here will, therefore, have the best recommendation for work in this great new industry of aeroplane manufacture in the future. They can also have the satisfaction of having been connected with one of the newest and most interesting phases of war work, and the means of helping to train the splendid corps of American air fighters who acquitted themselves so nobly in the great task of winning the war.

## Autobiography of a "Warehouse Rat"

### PART THREE

(By "Gus")

I hate to tell you about the month of June, for that was my hard luck time just when the birds and bees were the happiest ever and the poet said a young man should be indulging in thoughts of love. But love has entirely too much competition when found in the army. You must forget the frequent references to my future plans but when I go back to the laundry wagon I expect to have company about half the time.

One bright balmy night in early June the telephone rang in the Supply Room of the barracks and I was the lucky duck. My girl was lonesome and would I come down. The Sergeant Major did a few problems in percentage and left me out entirely. Now I never did understand a lot of figures, but when the Sergeant Major starts in to figure the percentage of the squadron on a night when it is very necessary for you to go to town, you might jusst as well quit. I have never known him to end without finding that the men had been too strong on the pass book and the account overdrawn. Well, that night I was told that entirely too many were gone and that if I left, the camp might burn or be blown up any minute, etc.

I looked the proposition square in the face and pictured a heap of smoking ruins and also a blue silk dress and a lovely face. I had often heard of a dead sure safe exit over back of the Q. M. Building and tried it. I got out all right. I saw my girl too, but when I came back there must have been a guard at every post. I spent three hours trying, then gave up. I didn't leave camp for over two weeks and no fault of percentage either.

The very first time I was allowed to go again a big rain came up. I borrowed my bunkie's raincoat and stepped out. I had just reached town when an M. P. nabbed me. Raincoats were taboo and I was told to either take a good shower bath or get shot in the morning. Now there is just one thing more unreasonable than a mule, and that's an M. P. This one was true to type. We were just entering the third fifteen minutes of our discussion when along came a fellow from the Fort all decked in leather putts, white collar and a swagger stick. That M. P. took one look at the new bird and forgot all about me and the raincoat scandal. I had my time and don't care whether the other fellow lost his putts or not.

Now understand I am full grown and all that, for I am going to tell you what happened next. I was adopted. I got another mother, and another sister too. A war mother with a war daughter that no one would marry suddenly decided to take in a soldier. The first thing I knew I was adopted and things started right away. The daughter, being slightly younger than her mother, began calling me brother. She was a kind and loving sister too. After four months of careful planning and living I had visions of a day when the war should end and no happy home for me. A war sister sticks closer than a brother.

June, like all other hard times, came to an end and I was glad when I heard it was also the end of the year. I turned over a lot of new leaves. First, I resolved never again to be adopted, even if only for the duration of the war. I figured that the city of Indianapolis would soon run out of salts if the rest of them consumed as much as I, and resolved never to take them for the leg ache again. I swore off 811's dishes every three days and decided that ten garbage cans should be enough for 810 on fish days, to say nothing for the bean days. If I had known what they meant by closing the property return I would have sworn on and off two or three times on that.

## PRESIDENT WILSON TO ATTEND THE PEACE CONFERENCE

That President Wilson may attend the Peace Conference in Europe comes as a surprise to some, but to most people it is thought to be an inevitable event. It is true that no President of the United States has ever visited a foreign country while in office. But so many precedents have been broken during the last eighteen months that one more will hardly be noticed. The broad questions of policy laid down by the President in his fourteen points will be rapidly settled at the outset of the conference. When that is done, committees will no doubt be engaged many weeks in fixing boundaries and settling the many other details. The time necessary therefore to make the trip will be well spent, and the importance of having President Wilson present at that great meeting will more than justify his absence from this country.

## AIR SERVICE ASSN. GROWING

The membership campaign which is being conducted by the Air Service Association, is meeting with gratifying results. Already more than six hundred applications have been received by Major John H. Packard, the Secretary. While it has been impossible as yet to reach the thousands of officers overseas and in distant parts of the United States, it is believed they will respond in due course of time.

Co-operating with the officials of the Association in the campaign are the Commanding officers of the various fields, who are issuing memoranda concerning the organization to the commissioned personnel in their command. This precludes the possibility of some officer or group of officers not hearing of the Association.


# Post Exchange

HOURS: 7 A. M. to 1:30 P. M., 5 TO 9:30 P. M., MONDAY, TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY; 7 A. M. TO 9:30 P. M. ON SUNDAYS.

**Hot Cakes Served at the Lunch Counter**

From 7 A. M. to 12:30 P. M.

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**L. Strauss & Co.**

IF WE DO NOT CARRY IN STOCK WHAT YOU WISH WE SHALL BE GLAD TO GET IT FOR YOU. THE STEWARD GOES TO THE CITY EVERY DAY.

# TALE SPINS

## TO DODGE THE FLU—

*Be careful not to sit or stand*
*In cold and draughty breezes;*
*Keep watch upon your neighbor, and*
*Avoid him when he sneezes!*
*—Exchange.*

## I DOUBT IT

*When a pair of red lips are upturned to your own,*
*With no one to gossip about it,*
*Do you pray for endurance to leave them alone?*
*Well, maybe you do—but I doubt it.*

*When a sly little hand you're permitted to seize,*
*With a velvety softness about it,*
*Do you think you can drop it with never a squeeze?*
*Well, maybe you can—but I doubt it.*

*When a dear little waist is in reach of your arm,*
*With a wonderful plumpness about it,*
*Do you argue the point, 'twixt the good and the harm?*
*Well, maybe you do—but I doubt it.*

*And if by these tricks you should capture a heart,*
*With a womanly sweetness about it,*
*Will you guard it, and keep it, and act the good part?*
*Well, maybe you will—but I doubt it.*
*—Kelly Field Eagle.*

## NOTHIN' DOIN'

Rookie—"Say, Sarge, there's a young lady who wants to entertain a soldier from this camp every Tuesday night. She says she will serve cakes and hot chocolate and will sing and all that. Shall I go?"

Sgt.—"No. What's her address?"—*Ardmont News.*

## ISN'T THIS AWFUL?

My parents told me not to smoke;
*I don't.*
Or listen to a naughty joke;
*I don't.*
They told me that I must not wink
At pretty girls or even think
About intoxicating drink—
*I don't.*

To dance or flirt is very wrong;
*I don't.*
Wild youths chase women, wine and song;
*I don't.*
I kiss no girls, not even one;
I do not know how it is done;
You wouldn't think I have much fun—
*I DON'T.*
*—Wright Idea.*

## A TRUE STORY

We were dining on the Post the other night with a jovial First Lieutenant who is happily married and is quite proud of his five-year-old offspring. The table was silent for an instant and the little rascal piped up: "Papa, kin I be a sojer?"

"Why, certainly," said the lieutenant, proud of the ambitions of his child.

"Dammit then, pass them beans," burst forth from the young hopeful.—*The Airman.*

Sherlock—"It's a hopeless case!"
Watson—"Why?"
Sherlock—"The two dozen bottles are empty."

"Does she dress well?"
"I dunno, I never watched her."

Those alphabet styles—gowns with a "V" in the back and "C" in front.

"I'll be there in a jiffy."
"Alright, put it on."

Student (at the station)—"What! A dollar and a half for an upper. I only paid a dollar last year."

Ticket Agent—"I know, but you see there has been an increase in the birth rate since then."

## SLIM CARTER AND BUDDY THE NEWSBOY

(By Haney)

Buddy—Hello, Slim, what's you doing?

Slim—Whitewashing.

Buddy—How much do you make?

Slim—A bucketful at a time.

Buddy—No—how do you get thata way—how much money do you make?

Slim—Well, Buddy, sometimes I make more, sometimes I make less and sometimes I don't make quite as much.

Buddy—Get away from that horse's head. Tell me what money you make a day?

Slim—Well, sometimes I make fifty cents, sometimes I make a half dollar, and Buddy, I have made as high as four bits.

Buddy—What do you do in civil life?

Slim—I own a cigar farm. It is known as Slim Carter's Cigar Farm. I have 1,000 cigar-bearing trees, not to speak of the chewing gum vines and cigarette bushes. Between each tree, Buddy, I have planted a coupon bush, so you see when I pick a cigar I always get a coupon with it.

Buddy—Slim, do you sniff it or shoot it in your arm?

Slim—Why, Buddy, this orchard is a wonderful place. When I want music, I call on the cigar bands. Why, at 5 A. M., just as the clock is striking 7, my orchard is overrun with wild women. When you come near them they run away, as they are scantily attired, so I always give them a cigar wrapper and call attention. After you look them over I snap my fingers and they float away in the clouds.

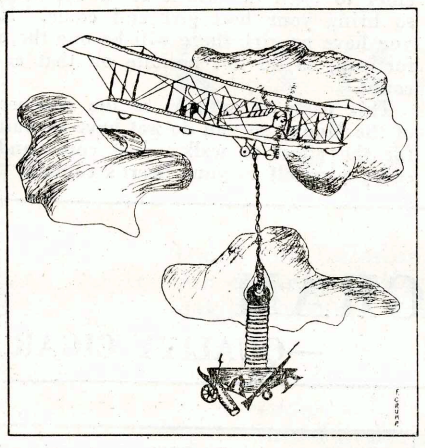
Buddy—Slim, where do you get that dope?

Slim—Buddy, there is a lot of money in a cigar orchard. My first year netted me $10,000. Next season my profits will land me among the millionaires. The following season I'll plant another orchard and that will land me in Congress. I shall then plant another 10,000 trees and where do you suppose that will land me?

Buddy—Why, that will land you in the Bug House. NEWS, NEWS! Anybody want a News?

## HOW GOVERNMENT CAN USE AEROPLANES NOW ON HAND IN FRANCE

Being that the Government now has a large number of airplanes over on the other side of the water, I am suggesting a way in which they can be put to a good use. An airplane equipped with my latest patent in Electro-magnets can fly over what used to be "No Man's Land" and pick up all magnetic metals, as helmets, guns, bayonets, and metal construction parts, etc., then when ready to unload, all one has to do is to turn off the



switch, this causing the magnet to loose its magnetism, therefore all pieces hanging on will fall off. If all the airplanes were equipped with one of these magnets it wouldn't take long to clear the country, and start them all over again. It also would save lots of time and hard fatigue for some poor soul. If there is any one wishing to buy stock or interested in it enough, I would be pleased to have them call at my private office in the Engineering Building at the first desk on your left as you enter the Cost Dept.

SGT. F. T. CRUMP,
821st Aero. Squadron.
Speedway, Indianapolis, Ind.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*Take College Car*

**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

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**Indianapolis Blue Print & Supply Co.**
Century Building
BLUE PRINT PAPERS—DRAWING MATERIALS
MAP PRINTERS

## Y. M. C. A.

### Schedule

NOVEMBER 25—DECEMBER 1.

MONDAY—6:15, Geometry Class, Sgt. Swigart; 7:15, Geometry Class, Mr. Maze; 8:00, Chas. Blooah, a native of Liberia, Africa, telling his life story, a wonderful account.

TUESDAY—6:15, Algebra Class, Mr. Maze; 7:15, French Class, Mr. Meier; 7:45, Movie, "Headin' South," Douglas Fairbanks.

WEDNESDAY—6:15, Geometry Class, Sgt. Swigart; 7:15, Geometry Class, Mr. Maze; 8:00, Pie Supper for all men of the Camp by a bunch of Indianapolis mothers.

THURSDAY—6:15, Algebra Class, Mr. Maze; 7:15, French Class, Mr. Meier; 7:45, Movie, "Rich Man, Poor Man," Marguerite Clark.

FRIDAY—6:15, Geometry Class, Sgt. Swigart; 7:45, Program to be arranged if "flu" permits.

SATURDAY—"Write a Letter Home Night."

SUNDAY—9:30, Catholic Mass, Father Duffy; 10:30, Bible Study; 7:30, Vespers and Movie.

### NOTES.

The Shorthand Class will begin work this week. Watch for announcements of the first meeting.

The band concert last Monday night in our hut was much appreciated. Come again, fellows.

A. H. Lichty, General Secretary of the Central Military Department, Y. M. C. A., paid us a short visit last Saturday. He said very complimentary things about our camp and hut.

The schedule as outlined above will be carried out if "flu" conditions permit. Our aim is to co-operate to the limit with the officiary of the Post.

Charles Blooah, scheduled for Monday night, is a native of Liberia, Africa, who came to America for an education which he is completing at Depauw University. Then he will return to his own people and share his culture with them. He has a fascinating story and you will be interested in it, no matter what your impressions are concerning American negroes. Charlie is different.

The Fireside Sunday morning Bible Study is becoming quite popular. Have you been there yet?

Mr. Shaw wishes to thank all who helped to make the United War Work Campaign a success. We went over the top despite the recent record in subscriptions for Liberty Bonds. Captains Laughlin and Robison certainly know how to do things, and you men shared a fine spirit of co-operation with them.

We fear that some men are shy of speakers that are advertised for the Y, probably afraid of being bored. We do not secure that kind. You can't afford to miss one of them. Those who heard W. L. Taylor last Monday night can tell you the quality. They are always high grade and with a real man's message.

Mr. Cordell, so long a secretary in our hut, is now identified with the Y of the S. A. T. C. at Purdue University.

## WAR CAMP COMMUNITY SERVICE ACTIVITIES

**Walter P. Pfaff, Executive Secretary, Representing War Department Commission on Training Camp Activities, 441 Lemcke Annex.**

### WAR CAMP COMMUNITY SERVICE.

The opening of the Soldiers' Club on East Ohio street has been postponed until Thursday night of next week. Because of the "flu" there will be no formal opening at this time.

Any soldier who wants to have a home dinner Thanksgiving Day, please leave his name with the editor of *SPEEDWAY DOPE,* and the War Camp Committee Service will tell him who is anxious to entertain him.

All the War Camp Community Service activities are called off on account of the "flu."

### MOOSE TO GIVE BLOWOUT FOR THE SOLDIERS

The Moose say they cannot fly as high as the Speedway boys and that they cannot engineer things as well as the boys at Ft. Harrison, but that they are going to do their best to equal them at their dance on Saturday night, Dec. 7th. They seem to think the boys in camp are not getting enough pumpkin pie to keep their systems sweetened up and it is their intention to furnish them with the pie and enough dancing to jolt it down. There will also be a barrel of sweet cider to wash the whole lot down with, so bring your best girl and come. If you have no girl, there will be one there for you, so do not hesitate on that account.

This party is entirely at the expense of the Moose, so you do not have to wait for the ghost to walk. Just come and enjoy yourself to your heart's content.

DESCHLER'S—
**MONOGRAM**
—QUALITY CIGAR

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

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We need you in our business. Bring us your checking account and let your wants be known to any of our officers, who stand ready and willing to serve you.

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Safe Deposit Boxes, $4.00 a Year and Up

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Specials $4 Per Dozen Up.

# OUR AVIATORS IN ACTION

## A Chapter of War Experiences in the Air.

First Lieutenant Walter R. Lawson, Air Service, Army, recently returned from the Western Front. He carries a scar fourteen inches long on his chest, made by a piece of shell case received in action while taking observations over the enemy's lines last summer. He has spent much of his time studying these lines, both in the air with his camera and on the ground working out war maps from his photographs. He was several months on the Metz sector. He was over that city above it or below it on the river, noting troop movements, counting the number of trains and cars arriving in the railroad yards and keeping tab generally on Heinie.

Lieutenant Lawson said: "I'm glad we didn't have to storm Metz. If we had attempted it, our losses would have been terrible—probably the heaviest in the history of the war. The forts were constructed so that they covered every inch of the front. They are 'staggered'; that is, there is a double row of alternate forts so that in the event we took the first rank, an equally hard nut to crack presented itself immediately behind, and in rear of the second line was the city itself, armed to the teeth. They had good protection against aircraft, too. I never saw so many anti-aircraft guns bunched on one place. They all let go at once when we came anywhere near and the growling and barking of that high explosive as it burst was like a free-for-all in a dog pound.

"The observers, when they are in the air, spend a good deal of their time looking over their shoulders. Fritz never attacked us except from behind. The pilot was busy running the ship in front. The observer, in rear, had notes to take, observations and photographs to take, and on occasion he dropped everything else and fired his two machine guns as fast as he could.

"When the observer starts for a trip over the enemy's line, he leaves the pursuit plane which one would naturally suppose is in the air to protect him, almost at his own front gate. The pursuit ship hasn't enough fuel capacity to follow, so the formation, once clear of our lines, goes on alone. The number in a formation is usually from three to six, and we fly very close together. The reason for this is that we are thus able to concentrate our fire on any enemy which may appear.

"Fritz doesn't come up on the flank or in front because he would be greeted by a shower of steel bullets from every gun in our formation. We are safe from above because we fly so high he can't get over us. But if he sneaks in from behind, he is likely to throw the formation into confusion unless we can stop him. The squadron loses its close formation if the enemy gets the drop on us, and as they are so much faster, they can outmaneuver us and get us one at a time unless we put them away or can beat it back home.

"A bunch of Fokkers one day got in behind us while we were taking photographs in the Metz district. I opened up as hard as I could with my machine guns, and one fellow who was particularly bold, singled me out. The rest kept at some distance and circled, shooting all the time, but not particularly dangerous. But he showed he meant to kill or get killed. He kept closing in, coming at us from an angle in the rear. I anticipated him each time, and through our telephone would give the pilot the word at the proper moment to turn either to the right or the left as the case might be.

"We kep tthis fox-and-goose chase up for maybe a couple of minutes. He was so close I saw him plainly. I was firing frantically all the time, as was he. It was all over in less time than I have been talking. He nosed over and fell, coming down close to our lines. The men in the front trenches saw him and reported it. We received official confirmation in two days, which is quick time.

"When a formation of observers get into a 'dog fight,' there is much promiscuous firing by everyone, and it is impossible to tell whose bullet brings down the Fritzie who nose-dives in flames. So it is a custom in all armies to credit officially every pilot and observer in a 'dog fight' when a Boche takes the count.

"The French started the custom of taking a green American observer sent to them for training and putting him with a noted pilot with a long string of victories to his credit. This protected the American if he got into a fight against odds, because the pilot would maneuver so well that the Germans would be always at a disadvantage and the observer could operate his machine guns to advantage. Also, the pilot was more than likely to wing a Boche with his own gun. Likewise, the pilot's achievements might bring the Cross of War, and in that event the observer is also granted this precious bit of bronze. Can you wonder at our admiration for such a people?

"And don't forget the wonderful work of the enlisted men at the hangars, who never get off the ground. I sometimes wondered when those fellows sleep. When the infantry is out we take the air on a daylight reconnaissance, getting off the ground thirty minutes before it is light. And our planes are always ready, prepared by squads which have worked all the previous day and most of the night. Each ship is attended by a sergeant and two or three assistants, expert mechanicians. They take the greatest pride in keeping their particular charge groomed like a race horse. There is a lot of rivalry between the squads to turn out their ships in the best trim, and they take personal pride in the achievements of their own pilot and observer. When we start up, it is with absolute confidence that everything is in order and that the ship is ready for the fight—or the flight—of her life. We can depend upon those boys through anything.

"The United States has been making great strides in building stout airplanes. The designers, engineers and the executives in this country, who are lost sight of by the general public in the more spectacular aspects of flying, are doing a wonderful work in this regard. As a result of their slaving over problems in desk jobs, the ship is made a little stronger here and a little cleaner in design there. Many of us owe our lives to their unselfish, uneventful daily toil on this side of the ocean. Thorough workmanship counts.

"One day Coles, a brand new man with a new pilot, got into a fight with three Fokkers who jumped him and he ran for his life, naturally. Skill and good luck enabled him to get to our lines safely. The second day, an anti-aircraft shell bursting directly beneath him and very close, tossed him up in the air like a ruber ball. No fragment touched him or the ship, but the concussion broke all the braces of the under wings, and the canvas was promptly torn away. Again he beat it for home, and made a safe landing despite the condition of the ship. He had gone out in a biplane and came back in a monoplane. The third day, a fragment of high explosive went through his neck. It just missed the jugular vein but tore away the tissues so the great blood vessel stood out like a lead pencil."

Lieutenant Lawson was wounded while near Verdun. The blow of the piece of shell casing which hit him was hard enough to knock him out for a few seconds. When he had recovered he found an artery had been severed. He held it with the fingers of his left hand and continued making notes with his right until the reconnaissance was completed. Then he yelled to his pilot through the telephone: "Beat it; I'm hit!" The pilot did so, made into the American lines and five minutes after the blood-stained sheet of notes was in the hands of his commanding officer, Lieut. Lawson was on his way to the hospital where a saw-edged piece of shell, finger size, was removed from under the right shoulder. It had nicked the edge of Lawson's shoulder bar, torn a hole in his Sam Browne belt, and ranged downward diagonally across his chest. Lawson now cherishes the silver lieutenant's bar as a souvenir, believes that the opposition which it offered to the shell fragment is all that kept him from "going west."

## THIRTY PLANES TO DRILL IN AERIAL PEACE PARADE

SAN DIEGO, Cal., Nov. 20.—An aerial peace parade with 170 flying craft from the North Island aviation school participating in what aviation officials say will be the largest aviation demonstration that has ever taken place on the North American continent, will take place next Wednesday, it is announced today. Three squadrons of ten machines each, will head the parade and upon a radio signal from the commander will simultaneously loop the loop and perform the Immelmann turn.

KAHN UNIFORMS

Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

KAHN-TAILORING-CO OF-INDIANAPOLIS

Sold At Kahn Building, Washington and Meridian Sts.

Tailored at Kahn Factory, St. Clair St. and Capitol Ave.

# The Compass in Aerial Navigation

The airplane compass is an instrument composed of a system of magnets and a card, with the necessary sensitive support, which will, if undisturbed, take up a position with the north-seeking ends of its magnets pointing to the north magnetic pole. The graduations on the card indicate the direction with reference to the magnetic meridian. The card is graduated to 360 degrees; the last cipher is usually omitted to avoid crowding.

In placing the compass in the ship it is good practice to put it in the fore-and-aft line of the ship and as far away from any magnetic metal as possible. The rear cockpit is usually a better place for the compass than the front cockpit owing to nearness of the latter to the gasoline tank and engine.

*Vibration* is the angle between the magnetic meridian and the true meridian for any particular locality. If the magnetic meridian is east of the true meridian, the variation is termed "east variation," while if the magnetic meridian is west of the true meridian, the variation is termed "west variation."

*Deviation* is the angle of deflection of the magnetic needle to the east or west of magnetic north by the various varieties of magnetism resulting directly from the use of iron, or other magnetic metal, in the construction of the airplane. Deviation is reduced to a practicable minimum by the use of small compensating magnets which are placed in receptacles on the compass provided for that purpose. These small magnets may be placed parallel to either the fore-and-aft, or to the transverse, or athwartship, axis of the airplane. The following table illustrates the correction by means of magnets:

| Magnetic Heading | Compass Reading | Deviation |
|---|---|---|
| 0 | 356 | 4E |
| 90 | 87 | 3E |
| 180 | 184 | 4W |
| 270 | 273 | 3W |

| Cause | Correction |
|---|---|
| Athw. Mag. | S (blue) end to Left |
| F. & A. Mag. | S (blue) end to Rear |
| Athw. Mag. | S (blue) end to Left |
| F. & A. Mag. | S (blue) end to Rear |

A practical way of obtaining the deviation is by "ship-swinging" on a compass base. The foundation for the base may be a level spot on the ground, or it may be a concrete circle constructed for the purpose. It is advisable to place it at least one hundred feet away from the nearest building or hangar. Magnetic north is first located and the cardinal and quadrantal points are laid off on the ground, or on the circle, by means of a transit or other accurate surveying instrument. It is necessary to place a string, or some other means of indicating the direction continuously, from the center of the circle to a point twenty-five feet distant.

A compass base made of concrete has been constructed at the hangars at the Speedway for the purpose of obtaining the deviation.

The compass, or two compasses, as is sometimes the case, having been correctly placed in the airplane, it is necessary to fasten two plumb bobs to the center line of the airplane—one being at the nose and the other at the tail post. The airplane is then swung so that the two plumb bobs are coincident with the magnetic direction on the base and the reading of the compass for each of the directions desired is taken. It is advisable to head the airplane to the east for the first reading, and, in case the deviation is more than five degrees, it is customary to correct by means of the small compensating magnets. The airplane is then placed in the other directions successively and the deviations noted. A deviation card is constructed and this is placed in the cockpit, near the compass, so it can be readily consulted by the pilot or observer.

**"TOUGH LUCK"**

(Spending an evening with "flu" masks on.)

The compass is a reliable means of navigation only in straight-away flying. It is not dependable in quick turns or in bumpy air; when swinging from a northerly course, to one either to the east or to the west, the compass will rotate with the airplane instead of opposite, as should be the case, and a perceptible period of time is required for it to assume the proper position for the new course. This is known as the northerly turning error. Serious vibration errors are sometimes noticed, more especially when the engine is being warmed up preparatory to flight, and also while the run for the take-off is being made.

The *track* is the actual path of the airplane over the ground. The *angle of track* is the angle between true north and the path of the airplane.

The *true course* is the course which must be followed to compensate for the effect of the wind—that is, for drift.

The *magnetic course* is the course which must be followed to compensate both for drift, and for magnetic variation.

The *compass course* is the course which must be followed to compensate for drift, for magnetic variation, and for magnetic deviation. It is the actual reading of the compass during flight, and the corrections to secure an accurate compass course must be carefully made.

The wind is given as the angle *from* which it blows. The *veer* is the clockwise change in the direction of the wind with elevation and this is the predominant condition in the northern hemisphere. The anti-clockwise change prevalent in the southern hemisphere is called *back*. The veer is roughly twenty degrees at 4,000 feet, and remains practically constant at twenty-five degrees above 10,000 feet. The change in wind speed with increasing altitude is given as 1.5 times ground speed at 1,000 feet and two times ground speed at 2,000 feet; it may be assumed to remain practically constant above 2,000 feet. The figures for Veer and change in speed with elevation are quite generally accepted by aeronautical officers, but it is a reasonable criticism that considerable variation from the figures given are to be expected. In preliminary flights for wind speed and direction it is advisable to fly at the altitude planned for the longer flight later, thus largely eliminating the necessity for a re-calculation.

ORRIN P. PETERSON,
2nd Lieut., A. S., S. C.


## To the Soldier Boys Stationed at the Aviation Repair Depot

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

*YOU ARE WELCOME*

(Edison Service)

**INDIANAPOLIS LIGHT & HEAT CO.**

48 Monument Place


# Splendid Work of Our Aerial Photographers

Over 100,000 prints of aerial photographs had to be turned out in four days by the aerial photographic force of the Air Service during the recent offensive west of Verdun and in the Argonne region, according to an overseas report just received here. The aerial negatives had oriignally been made by French squadrons operating over the sector, but the production of prints on the large scale necessary had been left to the American service. As the offensive was in the nature of a surprise, all the preparatory work, especially the bringing up of American air squadrons, had to be concealed up to the last minute.

The American photographic force was brought together and travelled all night to headquarters, arriving at 9 A. M. By 10 o'clock a laboratory had been improvised in the shed of a brewery, and the printing was actually in progress. During the first night, with most limited facilities, 3,000 prints were made, and later a record of 9,000 prints in 16 hours for a single photographic section established, the latter made possible only by carrying all the water in buckets from a considerable distance.

During the offensive the advance of the troops was so rapid that nearly all the planes and observers were occupied in making visual observations and regulating artillery fire. Aerial photographs, however, were made by the American forces of the results of heavy artillery fire, and proved very valuable. A photographic mission also was sent out along the Meuse to ascertain if reports were correct that all the bridges were down. The results were so good that the exact number of troops, trucks, and even machine gun companies in movement at that hour was ascertained.

Valuable lessons were learned in this largest operation of the photographic section yet carried out overseas.

"All of this work," the report says, "was done under the crudest possible conditions, and the results speak very highly for the quality of our men, their ability, resourcefulness and endurance, for there was very little sleep for anyone during those four days, but the men all realized the importance of their work and took particular pride in it."

"Photographic sections will from now on be subjected to work under extremely difficult conditions. The area over which the advances are made is usually entirely torn up by the artillery and no shelter of any kind is available, transportation facilities are limited, barracks extremely scarce, and photographic sections often left to shift for themselves. The ingenuity and push of the photographic officer is taxed to the limit."

# "CARRY ON"

Now that the armistice has been signed, the soldiers who have not had the opportunity to "go across" are anxious to get back to the work they left in civilian life. But the signing of the armistice does not mean the end of the war. The plans of the War Department are not known, but we do know that it is the duty of every man in uniform to carry on in the usual way as if the war was still going on. It is the duty of every man, so long as he is in the service to strive to improve and educate himself in his duties and to help perfect the organization of which he is a member. A great deal of work still remains to be done in Europe, and much of this will fall to the lot of the United States. Order must be restored in the countries that are now in the throes of revolution and the weaker nations must be placed on their feet again. The American soldiers have won a great name and it must not be said that the soldiers on this side of the water did not do their duty in respecting the uniform after the big battle was won.

## Capt. Lord at the Montgomery Depot

The *Ardmont News* of the Aviation Repair Depot at Montgomery, Ala., commends the work of a former Speedway officer as follows:

"Production of the Engineering Department is under new supervision; that of Captain Albert C. Lord, formerly of the Engineering staff of the Aviation Repair Depot at Indianapolis. The engineering work of the Post has been under the direction of Captain Lord since October 29th, when he arrived in company with Lieutenant Sherwood from the Speedway at Indianapolis.

"Captain Lord's home is in New York City and his military record began in 1916, when he attended one of the civilian training camps at Plattsburg. He was appointed to First Lieutenant at the close of the second Plattsburg training camp in November, 1917. From there, he was ordered to the Massachusetts Institute of Technology at Boston for aviation engineering training. His work in civilian life has been along shop supervision and purchasing lines.

"While at the Indianapolis Repair Depot, Captain Lord occupied various departmental posts in the shops and when he left there, was acting as Assistant Chief Engineer. It was during this work that his promotion to a captaincy took place.

"Aviation has claimed Captain Lord's interest for several years, and he has been a student of aeronautics since the days of the old Wright pushers. During his stay at Indianapolis, he had instruction in flying, and had done solo work before coming to this field."

## "Speedway Follies"

(Date to be announced later.)

The last two rehearsals now have the "Speedway Follies" in full swing. Mr. Harry Porter, of the War Community Service Board, is now directing the production of this variety show. He has the enviable record of being one of the most successful producers of amateur shows and minstrels in this section of the country. With his capabilities, enthusiasm and pep, we are sure to have a good show. Private Haney has charge of the dances, thus assisting Mr. Porter in that capacity.

The Oleo acts are taking care of themselves, and in a very short time will be running smoothly.

Contrary to former expectations, the last act of the show has not been written by Mr. W. O. Bates, but by Mrs. Minnette Slayback Carper. Manager Corporel Goar collaborated with Mrs. Carper in outlining the nature of this act, and Mrs. Carper wrote the book. This exceedingly talented woman has written this extravaganza in the nature of a Revue—full of comedy, novelties and pep.

The committee in charge is very enthusiastic about her work, and feel that this play is but another to be added to the list of successful plays she has written. There is a chorus of fifty people and a cast of ten principals.

### AVIATOR MILLS' PHILOSOPHY OF FLYING

If you fly straight,
There is no need to worry;
If you fly improperly,
Of two things one is certain—
Either you spin or you don't.
If you don't spin,
There is no need to worry;
If you do spin,
Of two things one is certain—
Either you crash or you don't.
If you do not crash,
There is no need to worry;
If you do crash,
Of two things one is certain—
Either you are hurt slightly or seriously.
If you are hurt slightly,
There is no need to worry;
If you are hurt seriously,
Of two things one is certain—
Either you recover, or you die.
If you recover,
There is no need to worry;
If you die, you cannot worry.

MOTHER'S IDEA

AS HE REALLY IS

—The Airman, Camp Morrison, Va.

### SECRETARY BAKER ON THE STOPPAGE OF WAR ACTIVITIES

"Undoubtedly comprehensive legislation will be necessary, in view of the fact that the legislation as it now stands terminates all terms of enlistment at a fixed period after the declaration of peace, and it will be necessary to have congressional legislation to determine the permanent military establishment. The Department has at present, however, no intention to present its views on that subject."

"Cargo shipments will, of course, continue. Our army being in France it is of course necessary for us to maintain it, and cargo shipments will go on without cessation of any sort."

"Troops which are now loading to be sent to Europe are largely medical personnel and troops of that sort."

With reference to the continuance of work on large plants producing war supplies, etc., Secretary Baker replied, in answer to a query:

"Some of the projects are for permanent use and some are only temporary; the permanent ones will go on, and the temporary ones will be gradually stopped."

### COL. BRANT CHAIRMAN OF REORGANIZATION BOARD

Colonel Gerald C. Brant has been relieved as Assistant to the Director of Military Aeronautics and appointed chairman of a board to work out and recommend plans for the permanent organization of the air forces.


# THE POWER TWINS

GIVE YOU POWER, MILES AND SPEED

*Fill Your Tank With* **RED CROWN**

*and Your Crank Case With* **POLARINE**

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

## STANDARD OIL COMPANY

CHICAGO (Indiana) U. S. A.

They are for sale everywhere—and they are the same wherever you buy them.


## How Uncle Sam Got Airplane Mechanics

One of the wonderful achievements of an aviation repair depot like this has been the taking of a group of civilian mechanics who had never had anything to do with an airplane before, and turning them, within a few short months, into expert airplane mechanics. With the exception of the employees of a few private aircraft factories in this country, airplane mechanicians were practically nonexistent before the war, and the trade had not assumed a standard recognized place in our industrial life.

With the entering of the United States into the war the necessity arose for the immediate planning of a great air program and the building of a large number of airplanes. The country was combed for mechanics and tradesmen of all kinds whose experience rendered them valuable in the construction of various parts of an airplane. This included automobile body builders, motor mechanics, blacksmiths, cabinet makers, chauffeurs, metal workers, draftsmen, electricians, tailors, watchmakers, painters, plumbers, welders and a variety of other kinds of tradesmen.

To train these men and adjust their skill to the repair and manufacture of airplanes was the immediate task of the Government Air Service. A good deal was accomplished by the establishment of enlisted mechanics training schools, where the men were given short intensive courses in airplane engines, wings, and fuselage construction, as well as in airplane nomenclature. These men were formed into repair squadrons and shipped to various places for further training.

The squadrons which came to the Indianapolis Depot were trade-tested carefully to record their experience and ability, and were then put to work in the repair shops. These shops had their several departments devoted to engine repair, dismantling and assembling, wing construction, wood-working, fabric stitching, doping or varnishing the wings, etc.

Automobile motor men quickly learned the construction and operation of airplane engines; carpenters and cabinet makers were shown how to apply their skill to the making of longerons, struts, skids, and other wood portions of an airplane; metal workers learned how to fashion the small metal parts; tailors were taught how to sew the linen on the wing sections; painters were shown how to apply the "dope" varnish to the finished wings and body of the plane, and so on. Enlisted men of various trades were thus utilized, each for work in his own line, to repair and rebuild a machine with which they had had no previous experience.

Under careful instruction and supervision, this body of comparatively green airplane mechanicians developed into expert workers, producing for this one depot alone a weekly output of finished airplanes and engines that would do credit to a large factory devoted entirely to the business of building planes.

Something of the character of the work done at this Depot can be realized when it is stated that it does not consist simply of the minor repair of broken wing sections or a slight defect in an engine, but on the other hand, in the majority of cases it amounts to almost complete overhauling of a motor and the entire rebuilding of an airplane.

To understand adequately the amount of work done on one machine, it is necessary to visualize a total wreck as it is unloaded from the railroad car, with apparently hardly a stick of wood or a piece of metal in usable condition, and then see the repaired plane a few days later completely rebuilt and newly varnished, with the red, white and blue bullseye of the Air Service on the wings, ready to take the air for active service again.

Not only have the men of this depot repaired broken planes and engines that have been shipped in hopelessly damaged, but they have completely constructed a plane from the ground up, doing every part of the work themselves, and turning it out in as perfect condition as a plane from any recognized airplane factory.

# THEATRE NOTES

### MESSRS. A. PAUL KEITH AND E. F. ALBEE PRESENT "ART—INSPIRED BY WAR."

To Mr. A. Paul Keith and Mr. E. F. Albee belongs the credit of having produced the most inspiring of all the theatrical productions brought to being because of the war. This is announced as "Art—Inspired by War." It is presented in life and is undoubtedly the most unique, elaborate and timely offering to be placed on any stage either here or abroad.

The various posters used by the United States Government for recruiting, ship-building, food conservation, the Red Cross and Liberty Loans are reproduced with men and women depicting the various characters created by world famous artists in the original posters. The detail is so minute that the effect is exactly the same as though one were looking at the oriignal painting under a huge magnifying glass.

Twenty people are required to depict the various pictures while a carload of scenery and equipment, draperies and costumes are necessary for the backgrounds. "Art—Inspired by War" comes to B. F. Keith's Theater the week of November 25th as one of the Thanksgiving features.

### "SO LONG, LETTY," SHUBERT MURAT, INDIANAPOLIS.

No musical comedy of recent years has quite the record to boast of as the record breaking musical comedy "So Long, Letty," which has to its credit 12 weeks in Los Angeles, 16 weeks in San Francisco, 26 weeks in Chicago, and one solid year in New York and Boston.

Oliver Morosco is sending Charlotte Greenwood and the New York company and production to the Shubert Murat Theatre for a return engagement of one week commencing Monday, November 25th with the usual matinees Wednesday and Saturday, and a special Thanksgiving day matinee Thursday. Miss Greenwood has won the reputation of being the champion gloom destroyer and smile producer of the American stage.

The play is full of sparkle novelty and laughs. It is written around two abandoned street cars fitted up as cottages on the shores of a California town.

The cars adjoin each other, end to end. Letty and Tommy Robbins inhabit one and Grace and Harry Miller the other. Letty Robbins prefers dancing and the gay life to keeping house, while Tommy likes to trim the lawn and putter in the garden, and yearns for a square meal that he never gets. Grace Miller is a good cook and she first appears mixing bread, while bemoaning the absence of her harum scarum husband Harry, who doesn't appreciate her home like qualities.

Each husband discovers the other flirting with his wife. They take it as good friends, bewail their mismated conditions and finally hit on a scheme of trading wives.

The girls are horrified at the suggestion at first but on Letty's advice, they agree to try it for a week. This shocks the boys but having made the bluff, they decide to carry it through and then the real fun begins and there is plenty of it. Letty soon makes Harry long for his stout and home-loving Grace and Tommy would give worlds to go back to his athletic Letty. At the end of the trial week, the husbands have had enough of it and the wives rejoice in their victory.

Charlotte Greenwood, the star of the performance, has created a sensation everywhere she has appeared as Letty Robbins. Mr. Morosco has surrounded her with a typical Morosco cast among whom are Eunice Burnham, Jack Pollard, Hobart Cavanaugh, Henrietta Lee, Hallie Manning, Cyril Ring, Emily Stead, Chad Huber, Robert Calley and a chorus of stunning girls from California.

### CIRCLE.

After spending more than a month in carefully working out the preliminary details of the productions, Miss Lois Weber has just completed the staging of a new feature photoplay.

The story was filmed under the story title "For Husbands Only" (merely a title, not a restriction). It will be shown first at the Circle Theatre next week as a Jewel Production. It may be said with safety that it will prove to be the cleverest and most fascinating subject Miss Weber's studio has yet produced. The famous woman director, who evolved the drama from an idea embodied in a magazine story by G. B. Stern, is responsible for a number of ingenious twists which are certain to startle and delight those theatre-goers who are fond of novelty.

Miss Mildred Harris, the little lady who created such an instantaneous success in "The Price of a Good Time," and who is the featured player in another Lois Weber production shortly to be released, is the star of "For Husbands Only." Lewis J. Cody has the principal male role. Other players who enact prominent parts are Miss Kathleen Kirkman and Fred Goodwins, who has just completed a principal part in Miss Mary Pickford's latest picture.

A feature of Miss Weber's new production will be the appearance in many of the scenes of the Denis-Shawn dancers, the advanced pupils of Ruth St. Denis and Ted Shawn. The settings in which they dance are among the most exquisite ever shown on the screen.

The story, like many of those which have come from Miss Weber's studio, is remarkably unlike anything that heretofore has been pictured on the screen. In fact, the story as planned by the feminine master of cinema craft is so unusual that even the cleverest student of screen drama will find himself baffled in his efforts to anticipate the climax of the play until the final scene is presented.

### ENGLISH'S.

"Dress for your husband and flirt with him," was the advice recently given to a worried wife by Harriet Burt, prima donna of the Richard Carle musical comedy, "Furs and Frills," which will be seen at English's for three nights, beginning Monday, Nov. 25th. The wife referred to had confided in Miss Burt that she was worried because she saw that she was losing her power of fascinating her husband. "Dress for your husband and flirt with him," said Miss Burt, and her following discourse is published as a good tip to all unhappy wives who believe their hypnotic influence over their husbands is on the wane. "I fancy the trouble is more with you than it is with your husband," said Miss Burt, "for I have found that in most of these cases the wife has only herself to blame. When you were only his sweetheart you were always careful to dress to please him, but now that you are his wife—if you are like most wives—you are more particular to wear the clothes you like personally than you are to wear those he likes most. If you want to continue to fascinate him disregard yourself—do your hair up as he likes it, dress in the colors he fancies, and, in short, be just as anxious to please him as you were in the old sweetheart days.

"And don't forget the flirting. Most men would prolong their romance beyond the sweetheart period, so it is the duty of all wives to cultivate the little flirtatious ways which a man likes. The idea of flirting with your husband may seem ridiculous to you, but try it and see. You, as the wife, have everything in your favor. Once your husband thought you the most charming woman in the world. If he has ceased to think you that, do not place all the blame on his shoulders, for you, yourself, must have made a mistake somewhere."

### "THE LITTLE TEACHER" WITH MARY RYAN.

All the world loves a love-story, and all the amusement world loves Mary Ryan, therefore her myriad following will welcome the announcement that Cohan and Harris will present her here at English's Thursday, Friday and Saturday, Nov. 28, 29 and 30, special matinee Thanksgiving day, in a new play entitled "The Little Teacher," a comedy that was written for her by the late Harry James Smith, an author whom we came to know through his "A Tailor-Made Man."

In "The Little Teacher" Mr. Smith is credited with having written an especially fine play, strong and novel in its theme; the sort of play that reaches deep into your heart and sets it aglow.

There is a background of country life teeming with human nature and lived by very real characters, several of whom are real-life youngsters that will awaken your affection, no matter how case-hardened you may be; just the sort of country life that is really lived, with its lights and shadows, its fun, its quaintness, and its drama.

Messrs. Cohen and Harris have surrounded Mary Ryan with an exceptionally fine company. It includes, among others, Curtis Cooksey, Horace James, William J. Phinney, Louis Alberni, Ethan Allen, Waldo Whipple, Edward L. Snader, Lillian Dix, Nina Morris, Carolyn Lee, Marie Haynes, Kate Mayhew, Florence Curran, Marie Bianchi, Maxine Mazanovich and James and Thomas Gillen.


B. F. Keith's

THANKSGIVING WEEK

1 A. Paul Keith and E. F. Albee Present
"ART--INSPIRED BY WAR"
Presented in Life with a Cast of Twenty, Depicting Famous Posters by Famous Artists.

2 The Famous Minstrel Man
BERT SWOR
Blackface Comedian

3 Seabury-Shaw Co. Presenting
WILLIAM SEABURY
In His 1918 Offering
Assisted by Jeanette Hackett

4 Jack—CLIFFORD & WILLS—Miriam
"At Jasper Junction"

5 MAUD MULLER
The American Comedienne With a Grand Opera Voice

6 TEXAS COMEDY FOUR
"Relatives of the Lily of the Valley."

7 LEO ZARRELL & CO.
Entertainers of Merit.

8 THE AMERICAN RED CROSS IN EUROPE.
The Fifth of the Series of Famous Films Taken at the Front.

BETTER ORDER TICKETS EARLY

ENTIRE WEEK STARTING SUNDAY, NOVEMBER 24

Mildred Harris

*In Lois Weber's Play of Modern Life*

"For Husbands Only"

CIRCLE CINEMA NEWS AND ALLIED WAR REVIEW
CHESTER OUTING TRAVEL PICTURE

*GERALD GARDNER, Soloist*
SIGNOR NATIELLO *and the* CIRCLE ORCHESTRA



SPEEDWAY FOLLIES

(Date to be announced.)

Variety Review

BIG BEAUTY CHORUS



MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Nov. 25th

Blue Birds Company

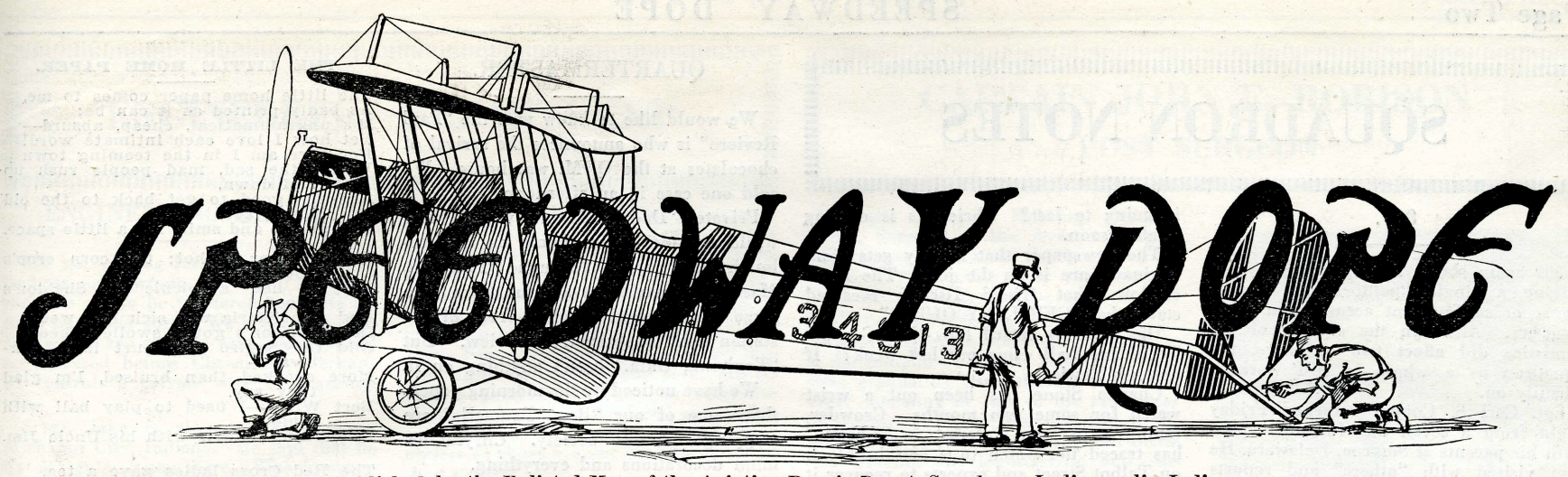


*Where the Crowds Go....*

LYRIC
CONTINUOUS VAUDEVILLE
A Whale of a Show For
10c——20c——30c

ALHAMBRA
WHERE ALL INDIANAPOLIS GOES TO PHOTO PLAYS

ISIS ALWAYS 10c
GOOD PICTURES
GOOD MUSIC
*Across from Terminal Station*

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# THE THIRD SIDE OF AVIATION—REBUILDING

Lieut. E. W. Hamman Describes Important Work of Aviation Repair Depots.

During the World War, aviation has been the most written about and talked of phase of the entire military machine. Naturally the aviator and the airplane have held first place in the minds of the people. Every school boy now discusses the relative merits of the various types of planes and motors, with more or less knowledge of their purpose in war. Thus the action of the airplane and its pilots constitutes the first side of aviation and represents the finished product of invention, mechanical skill, and training.

The second side of aviation to attract and hold the public mind has been production of new motors and planes. The papers and magazines have contained volumes written by some who know and many who did not know what they were talking about. Official and semi-official investigations have been made, properly indexed, and filed for future discussion. The second phase of aviation has not been neglected.

The third side of aviation has not only been neglected, but the public generally does not know that it even exists. The repair and reconstruction of damaged planes and motors, constitutes a big part of the game of aviation. It is that part of the game that must be done and done right, or the other parts would fail to accomplish anything. True it does not carry any of the romance or glamour that follows the course of the pilot and his plane, and neither does it require the enormous financial outlay that goes with production, nor has it been taken before the public through the medium of congressional investigation. Yet this third side of aviation has been well taken care of and thousands of men who enlisted for service in France have remained at home repair depots and made it possible for others to enjoy foreign service and win international fame. Not a man among the repair men chose to remain at home but still everyone of them can return to civil life when the time comes certain that he has done his best to win the war.

America now has several big repair plants fully equipped for plane and motor construction and several thousand trained motor men, airplane mechanicians, electricians, instrument men and supply men. The construction and equipping of any one of these plants, the securing and training of the men, and the operation during the last months of the war, furnish a very interesting story of this side of aviation.

One of these repair depots is located at Speedway, a suburb of Indianapolis, Indiana. It has enjoyed a very successful period of operation, outdoing all other similar camps not only in finished planes and motors for the number of men employed, but at an expense very much below others. The construction of the Speedway Aviation Repair Depot began in November of 1917 and in spite of zero weather from December to March the first squadron arrived the first of February, 1918, and found steam heated quarters waiting for them. To the 810 aero Squadron was given the task of changing a civilian construction camp into a military post. The months of February and March were spent in placing machinery, securing surplus supplies and building streets and walks.

Other squadrons were brought from Kelly Field, Texas, and a third recruited at the post. The personnel in April consisted of about 650 men and officers and the organizations represented were the 809, 810, 811, and 821 squadrons. The greater part of the men had come from automobile work and a few had had experience in an airplane factory.

The first wrecked airplanes and motors arrived in April and the work of instructing the men began. The repair of the first machines was very slow. Many things were lacking. It was necessary to get blue prints, specifications, and to work out factory methods that would make the work not only accurate but rapid. The plant was built with an estimated output of one complete plane a day. By the end of May the men had gotten such a good grasp of the work that they were able to repair an average of one and three-quarters a day. Wrecks failed to arrive fast enough and the output in June fell back. The next month, however, they arrived by the hundreds and for five months the output has been close to three a day.

The best training has been given the men, the best machinery and equipment installed and thousands of dollars in supplies handled, and all in less than nine months from the arrival of the first broken plane. Two reasons can be given for the unusual success of the Speedway Repair Depot. First, the location was very favorable. Supplies and spare parts could be obtained more readily than at other places. It is only a few hours ride to any of the great automobile centers of Ohio, Michigan, and Illinois. Raw material, such as steel, aluminum, and lumber are easily obtained. The second reason for the rapid development was the lack of red tape. The best factory methods in America were studied and all unnecessary paper work abolished. If a man found himself in need of a few screws, he was not kept waiting for hours until miles of red tape had been unwound.

He got the screws from the nearest stock room without the loss of a minute. Tools were checked out to the men by the brass check route and no paper work involved. Time clocks were installed and used not only against the men but the job on which he was working. Companies furnishing supplies were all card indexed in such a way that it was possible to tell which made deliveries promptly and they were given the next orders. Every officer and enlisted man was made responsible for something and made to feel that that thing was vital. Patriotism and simplicity did away with delay and laborious checking systems.

Success was the result.

The shops to date have handled over $2,500,000 worth of planes and motors and is admirably equipped for future work. Naturally the question comes up as to the future. Will this fine set of men and equipment be scattered to the ends of the country or will the post continue during peace times. Many of the men desire to go to their homes. Many would remain if proper wages were given after they are discharged from the service. Americas finest aviation mechanics are in the repair depots. If America is to develop aviation it seems only prudent that these men should be held and given wages that would make it possible for them to stay. The big production plants will go back to their former work and unless some of the repair depots are kept open this country will soon be trailing behind in aerial navigation.

# MAJ. GEARHART WITH R. R. ARTILLERY ON WEST FRONT

Former Commanding Officer of this Post writes interesting letter to the Adjutant, from France:

Heavy Artillery School,
November 6th, 1918.

My Dear Snyder:

I was much pleased to receive your letter of Sept. 12th on October 12th, that was two days before I left my last Air Service Station; and I have been all this time gathering up sufficient courage to break the news to you and the rest of my Speedway friends.

I didn't stay at production Center No. 2, very long, but was sent out to start a new repair, salvage and supply depot near the General Headquarters of the A. E. F. It was to be a big show, eight times as big as the Speedway plant, designed to take care of thirty Hanly Page and fifty D. H.-4 Squadrons. But I didn't get to stay long enough to even see the buildings finished for as soon as the artillery found out that I was over here they asked the Commanding General to have me assigned to the heavy artillery, and the first thing that I or anyone else in the Air Service knew of it, there was a telegram ordering me to report to the Heavy Artillery School, which I finished today and tomorrow will start for the front to join the Railway Artillery.

I have already spent eight days in the middle of the sector where our first Army is doing up the Boche, who by the way, are still fighting like the very devils that they are. The censor rules are so strict that I cant' tell you any more, but if I could it would be a revelation to everyone who has been fed up on the camouflaged news in the papers.

We are having a rainy spell now that is really worse on our troops in the front lines than Boche bullets.

Our men are doing wonderful work and if all of this peace talk does not slow up our supplies the present Germany will be past history by this time next year.

Be sure and give my very best to all my Speedway and Indianapolis friends and write to me, the Air Service news, specialize on Speedway.

Very sincerely,
GUY L. GEARHART.

Guy L. Gearhart, Major C. A. C.,
Railway Artillery,
A. P. O. 707, France.

# AIRMEN IN U. S. BEGIN TO CHART AIR LINES FRIDAY

Beginning Friday, November 22d, Army planes from flying fields in various parts of the United States, will start a series of cross-country flights to cities in their sectors to chart air lines, make up air maps and gather valuable air statistics. Incidentally they will locate sites for landing fields and airdromes; the landing fields to become part of a great chain that soon will "air link" every important community in the country from coast to coast; the airdromes in addition to offering shelter to visiting flyers to be made available if needed in helping to house the equipment the Air Service will bring back from overseas. This reconnaissance work will be gradually extended as fast as arrangements can be made.

An important part of this work by the Air Service is bringing up to date the records started years ago by the cavalry, which by cross country rides made extensive maps for future emergencies, showing all available shelter, battery locations, good roads, bad roads, fords, safe bridges, poor and plentiful sources of water and food supplies.

Then the cavalry was the eyes of the Army. Today the airplane takes the cavalry's place, and to operate successfully in the air, squadron, commanders must know their sky routes, as cavalry leaders knew the turnpikes and highways. As horsemen needed water and forage, so the air pilots use gas, oil and landing fields. Without landing fields under him and without chartered lands through the sky, the flyer today is just as much up against it as the pathfinder of colonial times blazing a trail through a trackless forest.

The flyers who start this air map making campaign Friday are combat pilots trained in the United States for fighting overseas and whose battle training has, by the armistice, been turned to account in preparing for the times of peace.

Major General Kenly, Director of Military Aeronautics, has placed in charge of this immense reconnaissance work, Colonel M. F. Davis, head of the Training Section and an army officer who saw his first field service on the plains with the First and Fourth Cavalry, and who has ridden horseback all three historic trails across the continent—the Lewis and Clark, Oregon and Santa Fe.

# WINS BY ONLY TWO POINTS

Sergeant Netzel lost by only two points in three pocket billiards this week. Nausbaum had a big lead Monday night, but was beaten by Netzel in both second and third blocks. Tuesday night the score stood 100 to 85. Wednesday night Netzel made 73 points to his oppenent's 50, but could not climb ahead of the big lead.

# CAPT. MENKEL IN NEW YORK

Captain William Menkel is spending Thanksgiving at his home in Mt. Vernon, New York. This is the first time Captain Menkel has been absent from his command since September, 1917. While in the East Captain Menkel expects to visit his literary associates. Prior to entering the service he was Associate Editor of the Review of Reviews.

First Lieutenant Alfred L. Maurer is also spending the Thanksgiving holidays at his home in New York.

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# SQUADRON NOTES

## 809.

809 again shows its supremacy by not having a single "goldbricker" in the house of confinement across from headquarters. Although the signing of the armistice did affect two or three, the squadron as a whole is still working steadily on.

Sgt. Carl S. Cooper returned Friday night from a seven day furlough spent with his parents at Smyrna, Delaware. He also visited with "others" and reports that absence certainly makes the heart grow fonder.

Hayden W. Evans, Welsh barber, has decided to become a Greek and has opened up a shoe shining parlor for all officers and men on the Post. He claims that he can make a pair of shoes shine like a nigger's heel.

Capt. Mahan and Lieut. Eldridge showed their usual good judgment by bringing their families out to 809 on Thanksgiving for dinner and after looking over the following menu, no one can blame them at all, for it was certainly the best dinner that was ever put out on the field. Much credit is due to the Mess Sergeant, the cooks and the K. P.'s. Here is the menu: Roast turkey, dressing, candied sweet potatoes, creamed peas, lettuce, celery, cranberry sauce, mince pie, ice cream and cocoa.

Sergeant William Sammons has given up his vocation of making gold bars and has recently taken up the steamfitter's trade. William is a very ambitious child and when there isn't enough work around here to do, he goes over to 811 and fixes all of their radiators and pipes. But his efforts haven't been appreciated by 811 very much and they seem very ungrateful.

Sgt. Floyd Crooks, the double of Von Hindenburg, left Wednesday night for Detroit for the purpose of taking unto himself a wife. We wish him all the luck in the world, but we will warn him ahead of time that he will not have the authority at home that he has in the Engineering office.

Sgt. Donald Clavey has camouflaged his leggins so neatly and cleverly that they look almost wearable. He resembles an officer from his knees down.

Mott—"Cole has a new job."

Larson—"What does he do?"

Mott—"He smiles so that the blue prints get blue in the face."

Larson—"That's nothing. I used to smile so the ducks out in Washington would grow feathers and run up their *bills. Quack! Quack! Quack!*"

John F. McGowen has purchased a brand new suit and it is expected that he will be a "high stepper" from now on. It fits his graceful form wonderfully and it is said that Washington Street fairly gasps and stares at him as he promenades up and down the said thoroughfare.

Sgt. Harvey Marsh was the winner in a strenuous wrestling bout given at Masonic Hall the other evening, and although he came out of it rather weak, he was in high spirits and felt fine.

## 810.

Holcombe and Ducci, "the Gold Brick Twins," are promising candidates for office in the Post Gold-Brick League.

When Deacon Batton says "ab'solutely" it must be so—at 1,600 R. P. M.

The title holder for bunk fatigue has a runner-up for the title in Elwood Miller—Sleepy Kid No. 2.

Of late many queer unmusical sounds have been heard in the Barracks—when upon investigation was found to be Krasny—'The Barber Musician."

Amberger, the "Warnish" fiend, who works in the "Warnish" room and "Warnishes" Airplane parts, is anxiously waiting for his "Wacation" to "Warnish" his Ford and go courting again.

It is recommended that the Bulletin Board be lowered—two feet—so Shorty Smith "the Prohibitionist Moonshiner" from Kentuck, can read the "Stay in Lists."

Wonder if Nevilles takes his "Motorsickle" under the blankets with him, as he has it everywhere else.

Wells, the ex-fireman," is making reveille more pleasant by his morning piano recitals.

Wonder how long Stewart's devotion is going to last? Christmas is coming mighty soon.

The newspaper that Hickey gets from Saginaw sure is on the job. The latest edition what friend Hickey received states that "GERMANY QUITS."

Has anybody heard how the "Georgia Tech" foot-ball came out last week? If not, ask Lewis.

Charlie Stone has been out a wrist watch for some two months. Crowder, taking a personal interest in "Charlie" has traced the watch to a certain block on Talbot Street and expects to recover it soon.

## 811.

Post Adjutant, Lieutenant Ralph M. Snyder, and wife; Lieutenant Wilbur T. Emerson, Commanding Officer of 811 Squadron, and wife; Senior Flying Instructor Frank Mills, Mrs. George Wooton Catterson and daughter and several other officers were the guests at a Thanksgiving dinner given by 811 Squadron. The mess hall was beautifully decorated in red, white and blue. The favors were special menus with the history of the Squadron, including the names of officers and enlisted men. Speakers for the dinner were Lieutenant Wilbur T. Emerson, Lieutenant Ralph M. Snyder and Mrs. George Norton Catterson. A telegram was read from Captain Menkel, Commanding Officer of the Depot, expressing regret for his inability to attend. Lieutenant Wilbur T. Emerson acted as toastmaster. A dance was given in the afternoon for the men and their friends.

Private Walter E. Moore was granted a five day furlough to visit his parents at Ann Arbor, Michigan.

*Privates Dust, Olsen and Daniels have* been assigned to the Squadron.

Sergeant Hayden says his troubles are over until Christmas. These good dinners are sure a whole lot of work.

Corporal Goff looks real contented these days. He was granted his greatest wish. To ride in a plane. We thought it best to mention it in the *"Dope"* so as to convince that girl back home that he really is an aviator. "Gee! but its great to breathe again after holding your breath thirty minutes," exclaimed Goff *to Instructor Callstrom.*

## 821.

Sergeant Fred A. Goepper returned Monday from a five days furlough, having left Thursday to accompany Elliott W. Patrick to his home at Brookfield, Mo. Patrick received honorable discharge, having been under treatment at Ft. Benjamin Harrison hospital for rheumatism for nearly six months.

Pvt. Earl Laughlin returned from a furlough Monday.

Pvt. Herbert Selig was granted a five day furlough last Sunday to attend the funeral of his brother, Sidney.

Sgt. Arthur Geib left Saturday on a ten day furlough to spend Thanksgiving at his home in St. Paul.

Pvt. Douglas Wheeler was granted a two weeks furlough last Saturday.

In addition to the customary bi-monthly stay-in-squad, private "Nig" Henry and "Kid" Darby have decided to eat their Thanksgiving dinners on the Post.

We are told that Harry Nette, the "Little Early Riser," will play the part of the milk-man with the Speedway Follies.

Fischbein has a crack in his voice. He is now singing "Indiana" with a squad.

The three great resignations: Those of William Jennings Bryan, McAdoo and Mardo Kaehn.

The regular morning "clean-up" squads have been having a vacation this week as about twenty-five 821 trailers were late at reveille one morning and have been on cleanup every morning during the week. Heretofore they have been threatening to kill the bugler for making so much noise in the morning but now they are on his neck for not blowing loud enough.

## QUARTERMASTER.

We would like to know who the "Paul Reviere" is who announces the arrival of chocolates at the Q. M. warehouse. We sold one case in an afternoon.

Private "Dady" Renew writes, that while enroute to his home on his furlough he passed through "Pittsfield, Mass." but could not see the town as a large cattle wagon stood in front of the station and obstructed his view. But "Tonkawa, Okla." hasn't anything on it.

We have noticed by the morning papers that some of our "Beau Brumells" are stepping out into society. Chrysanthemum decorations and everything.

How about that Russet Shoe polish we have on sale, the war may be over but we will still be shining shoes. Come around and get some.

Lt. Arthur L. Patch, one of our former Q. M. Sergeants, writes that he was transferred to Camp Funston and is assigned to a Sanitary Train and will soon be on his way "over seas."

Corporal "Rueben" Smith and Pvt. Fisher, the "Gold Brick Twins," went over to the flying field for a ride in a plane. But the only riding they did was in the Ford, back and forth from the field. Don't give up hope "Gold Brickers."

BEAUTY CHORUS IN SPEEDWAY FOLLIES.

## THE LITTLE HOME PAPER.

The little home paper comes to me,
As badly printed as it can be;
It's ungrammatical, cheap, absurd—
Yet how I love each intimate word!
For here am I in the teeming town
Where the sad, mad people rush up and down,
And it's good to get back to the old lost place,
And gossip and smile for a little space.

The weather is hot; the corn crop's good;
They've had a picnic in Sheldon's Wood.
And Aunt Maria was sick last week;
Ike Morrison's got a swollen cheek,
And the Squire was hurt in a runaway—
More shocked than bruised, I'm glad they say.
Bert Willis—I used to play ball with him—
Is working a farm with his Uncle Jim.

The Red Cross ladies gave a tea,
And raised quite a bit. Old Sol MacPhee
Has sold his house on Lincoln Road
He couldn't carry so big a load.
The Methodist minister's had a call
From a wealthy parish near St. Paul.
And old Herb Sweet is married at last—
He was forty-two. How the years rush past!

But here's an item that makes me see
What a puzzling riddle life can be.
"Ed Stokes," it reads, "was killed in France
When the Allies made their last advance."
Ed Stokes! That boy with the laughing eyes
As blue as the early-summer skies!
He wouldn't have killed a fly—and yet,
Without a mumur, without a regret,

He left the peace of our little place,
And went away with a light on his face;
For out in the world was a job to do,
And he wouldn't come home until it was through!
Four thousand miles from our tiny town
And its hardware store, this boy went down.
Such a quiet lad, such a simple chap,
But he's put East Dunkirk on the map.

—C. H. J.


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# ENGINEERING DEPARTMENT

## ENGINEERING OFFICE.

We are waiting for Futransky's return to hear some windy city dope, also how soon we are to be mustered out. He always has good stuff. We remember just five weeks ago that he said peace would be declared before Christmas. Perhaps he controls a private wire to Washington.

Sergt. Jake is always talking about Michigan City, Indiana. He says that he has a regular home there. Who knows—maybe it is the Indiana State Prison.

Stedtfeld is some popular fellow; he had fifteen invitations for Thanksgiving dinner. Then to be a good fellow, he ate dinner at the Post.

We miss our pal Nig Henry. Nig is a good fellow, too good in fact; that is the reason that he got in dutch. Well, he will know better the next time. We feel as bad as you do, Nig.

Markum and Goar are busy every night running around the city getting girl dancers, and they sure have some birds. The latest is a classic dancer and they say that she is a wonder. Markum is busy drawing pictures of her figure.

Grump has word from Washington about his patent airplane. About the first thing that he should do is to fly over Columbus, Ind., and pick up all the scrap iron. Then he would be presented with an iron (a)cross the head.

Although Stricker is not a member of the "Follies," he can sing the blues better than any one in the office.

Wells, who is a member of the "Follies," says: "Well, boys, I'm in it and I'm not a quitter and I'll see it through. I can sing a little and dance a little, whatever they want me to do I will try and do it. I'll try my best to make the "Follies" a hit and be a credit to the Speedway." Some spirit, and it is catching, too. Motto—If you can't boost, don't knock.

## CONCERNING CONSERVATION.

Hoover says: "Keep on conserving!" Boobs say, "Aw, what's the use?" I'm for Hoover. How about you?

Remember, we've still got an army to support in France. The fruits of victory taste great, but they can't take the place of reliable old army beans.

Konservation helped kill Kaiserism. Kontinued konservation will help bury it once and for all.

Save for France—France fought for you.

*Proper care and quick repair*
*Stops the loss from wear and tear.*

## GET THE DRIFT!

*There once was a lad who loved thrift,*
*Who one day became rather miffed,*
*When his pal called him tight,*
*For he said, "That's not right,*
*Conservation with me is a gift.*

*"The Hun, it is true, has been biffed,*
*But there still are some burdens to lift,*
*I've no chance to fight,*
*So it's no more than right*
*That I lift with this gift known as thrift."*

The great war has done much to teach us economy. America has always been known as a nation of wasters; but that reputation will cling to her no longer after the achievements of the past year. "Conservation" is a word that has become well established in the vocabulary of every American, due chiefly among civilians to Mr. Hoover and among soldiers to the work of the Conservation and Reclamation Division, now the Salvage Division, of the Quartermaster Corps.

"Save everything—it is worth something to somebody," is the keynote of army conservation as practiced by the reclamation officers in the camps in this country. Nothing has been too insignificant to escape the watchful eyes of these alert guardians against waste—newspapers, tin cans, peach pits, tinfoil or garbage. The humble garbage can, indeed, has been revealed as a veritable treasure house of wealth since it was discovered how easily valuable fats and chemicals could be obtained from it.

The feature of reclamation work that has been most highly emphasized at camp has been the operation by the Salvage Division of repair shops for the reclamation of hats, uniforms, shoes and equipment of all kinds; and the operation of laundry and dry cleaning plants. In one month shops throughout the country repaired nearly two million articles of clothing, including shoes, hats, coats, breeches, leggings and sweaters. Nothing is thrown away by these repair shops of Uncle Sam. Old hats are made into hospital slippers, sweaters and socks are reknit, a good sleeve from an otherwise dilapidated garment is placed on another coat that has a torn sleeve, and shoes useless as shoes are cut up into excellent shoe strings.

In one month the various dry cleaning plants pressed 1,618,863 garments, and laundries turned out more than six million pieces of work for a total of $255,486.85. Old metals, rubber rags, bottles and similar salvage sold for $102,650.19, while the sale of dead animals, manure and garbage brought $84,004.89 into the national pocketbook.

No item is too small to be turned into profit. More than $40,000 was saved in one year by discontinuing the practice of sewing tin suspender buttons on the breeches issued to enlisted men. At some camps the manes and tails of the horses and mules are carefully roached and the hair sold for thirty cents a pound.

Economy in the army pays in actual dollars and cents saved, in the great quantity of material reclaimed and made usable again, and in providing material for the overseas forces at the time it is most needed. But of more value than anything else, conservation work in the army teaches every soldier the rewards of thrift and thoughtfulness in caring for his equipment and clothing. Habits of conservation thus fostered will accompany the men when they step back into civil life and will be of untold benefit to the nation in conserving its resources.

For though conservation is an excellent measure in time of war, it is just as excellent in time of peace.

## YANKS 661 PLANES AHEAD OF HUNS IN SCORE OF LOSSES

### Figures on Air Activity Show the U. S. Had Nearly 1,000 Craft in Service.

AMERICAN HEADQUARTERS IN FRANCE, Nov. 21.—(By the Associated Press).—When hostilities were suspended, American aviators had destroyed 661 more German planes and thirty-five more German balloons than the Americans had lost. The total number of enemy planes destroyed by the Americans was 926, and the total number of balloons seventy-three. Two hundred and sixty-five American planes and thirty-eight balloons weer destroyed by the enemy.

These statistics of the American air activities have been officially revealed to the Associated Press for the first time. The authorities now feel that the deeds of the American aviators should be made known, together with other information on this branch of the subject.

*740 U. S. Planes in Combat*

On Nov. 11, the day of the signing of the armistice, there were actually engaged on the front 740 American planes, 744 pilots, 457 observers and twenty-three aerial gunners.

Of the total number of planes 329 were of the pursuit type, 293 were for observation and 115 were bombers.

In addition several hundred planes of various types were being used at the instruction camps when the war ended.

Between Sept. 12 and Nov. 11 the air forces operating with the First Army alone dropped 108,984 kilograms (about 120 tons) of high explosives on the enemy lines and supply depots and rail heads behind his lines. It is not yet known what was accomplished on other portions of the front.

## DANCE.

A dance will be given by the Catholic Womens Service League at the Claypool Hotel Saturday evening, November 30, at 8 oclock, in the Assembly Hall.

# CAPTAIN JOHN E. ROBISON

## POST SURGEON

Captain John E. Robison, Medical Corps, Surgeon of the Aviation Repair Depot, was born near Geetingsville, Indiana, and spent his early years on the farm, later engaging in the profession of teaching in public schools.

Captain Robison completed the course at the Indiana University School of Medicine, graduating from that institution in 1901. Locating in July of the same year in Geetingsville, for the practice of his profession, he enjoyed a large and lucrative practice in Geetingsville and surrounding territory.

Captain Robison was commissioned as First Lieutenant in the Medical Reserve Corps on September 12th, 1917, and called into active service December 22nd, 1917, reporting at Kelly Field, South San Antonio, Texas, for duty, where he was made assistant to the Surgeon, Second Training Bringade, remaining in that capacity until January 31st, 1918, when he was attached to the 810th Aero Squadron, with orders for the Aviation Repair Depot, Speedway, Indianapolis, Indiana. At this Post he was made assistant to the Surgeon and commander, Detachment, Medical Department, in which capacity he continued until the 21st day of the present month, when he became Post Surgeon. Captain Robison was promoted to rank of Captain on June 15th, 1918.

## SPITTING.

A large part of our spitting is quite unnecessary—just the force of habit, so let's make an effort to render our spitting as harmless as possible, both for our own benefit, and for the benefit of others.

If you spit on the roads of the Post, the fine mucus soon dries and the slightest wind fills the air with millions and millions of those germs we're trying to fight. Therefore, when you do spit, think enough of yourself and the other man to lessen the offense by stepping to the side of the road and spitting on the ground, with the result that pollution of the air is greatly reduced.

Down town you would be disgusted with a man who kept spitting on the sidewalks—keep in mind that the same conditions and results apply to our Post roads.

## DISCHARGING CADETS FROM AERFOIL, NOV. 23.

Flying Cadets at Scott Field who decided not to complete their training but to go home at once without a commission will be discharged the first of the week. They are already busy checking in their flying equipment and other paraphernalia issued by Uncle Sam.

About fifty flying cadets who will complete the course will be transferred at an early date to Payne Field, West Point, Mississippi, where they will finish their primary training and then take up advanced work in the air.

## FIXED UP FOR LIFE.

Private Long: "Well, I now rank with General Pershing."

Private West: "So?"

Private Long: "Yes, he's as high as he can get, and so am I."

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INDIANAPOLIS, IND.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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----------Reporter Aero Supply
SGT. DON CURLY-----Sporting Editor


He said that the world would be made to feel the weight of his mailed fist; and now he has not a place to lay his head. But the Belgians will willingly furnish him one.

---

America will soon ripen another crop of pacifists; and it will be well to have the sickle well sharpened. It will be the same old weed, but with a new pollen to blow around with the currents of public opinion, and poison the minds of the weak and gullible.

It will proclaim, with nasal twang and high pitched tone, that now the war is over, we must "forgive and forget, and not persecute poor Germany for what the Kaiser alone was responsible for."

Forgive and forget what? The murdered babies and ravished women of Belgium and France? The execution of prisoners of war under General Staff orders? The deliberate and systematic spoilation of churches by unspeakably befouling their interiors? The befouling of food by German women in the presence of starving prisoners of war, and then mockingly offering it to them in their misery? The spitting in the faces of prisoners by German women? The wanton and deliberate bombing of Hospitals and Red Cross Stations? The horrible mutilation of prisoners of war, and then sending them back to their lines as an "object lesson"? The murder of Edith Cavell? The decorating of the submarine captain who sunk the Lusitania? But why go on? When the world forgets the crucifiction of Christ we may be expected to forget the appalling disclosure of the real German national instinct. The horror has been seared upon the memory of man to the untold ages. We must teach it to our children, and our children's children, even unto the seventh generation.

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## PLENTY FOR THE KAISER.

Wilhelm Carle, a German Socialist, has discovered hoards of provisions stored away in the Kaiser's Berlin palace. It would be unreasonable to expect that the Kaiser would have taken any chances on not having enough food for himself. "While the millions at home were starving those elected by the grace of God held out."

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There are over two million American soldiers now in France. According to the figures of the war department it costs four hundred and twenty-three dollars and seventy-two cents a year to equip and maintain a soldier in Europe. These soldiers were placed in France at the rate of two hundred and fifty thousand a month by using all available ships. To get them back will require many months. This is only one of the items of expenses that the government will have to meet after the peace treaty is signed. There will be many more Liberty Bonds issued and the Thrift and War Saving Stamps will absorb the spare change as briskly as ever. Soldiers who have purchased liberty bonds to be paid out of their pay will find it much easier to meet the payments after having received a discharge than before and should not consider stopping payment on the bonds they have already subscribed for.

## "DON'T DO AS WE DO."

We are glad that at last the editor has been recognized and found well equipped for the Air Service. At any rate we were nearly convinced that that was true when the following was read in our exchange copy from the Camp Dick News: "To Donald J. Wickizer, whose name appears upon *The Dope* as editor, we should like to extend our congratulations on his high qualification for the Air Service. Nerve it is said, is the chief attribute of this branch. All camp editors who desire to see the final improvement on their published stuff should read the Speedway publication. They may not recognize their brain children at once, but comparison with the original should make identification possible. We don't know what sort of dope they smoke up there, but it is strong stuff."

The editor of the Camp Dick News must have let go of a big sigh of relief when he got this accusation off his mind. He is referring to a cartoon recently appearing in the *Speedway Dope*, credited to their staff artist, C. C. Bang, but not credited to the News.

When this paper containing the cartoon, illustrating the liberation of the soldiers from the quarantine and their unconfined joy, came to our attention it happened to apply and it was rushed to the engraver for a reproduction, but in the rush full credit was unfortunately not given. We admit being guilty of an oversight in proof reading but not to the charge of a deliberate steal. So far as we know we have never published anything from any of our contemporaries without giving them all due credit, at least intentionally. The Camp Dick News confesses that perhaps they have also published some things from other papers without due credit by the following from the same article: "The News frequently republishes clippings from other columns, but, in so far as the present staff knows, has always given credit for the same unless the articles were of such a nature as to make this superfluous. There may have been deviations from this rule, due to confusion in the everchanging editorial personnel—but never deliberately." Apparently we are both on a par in that respect and the accusation is a bit too strong. Their advice is apparently, "Don't do as we do, but do as we say."

We have enjoyed reading the Camp Dick News so much that we will admit having missed the last several copies. Perhaps they are a little afraid of the *Speedway Dope* reproducing their entire publication. Send it on brother, we'll give you credit hereafter.

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## CADETS GIVEN OPTION OF FINISHING SCHOOLING OR IMMEDIATE DISCHARGE.

The following instructions were sent by wire from the office of Major General Kenly to all fields, camps, barracks, depots, etc., in the Division of Military Aeronautics:

"All cadets now in training at Air Service flying and ground schools will be given option of immediate discharge without commission of completing their training. Those who continue will, upon completion of training, both primary and advanced, be immediately discharged and sent to their homes but will receive in due course commissions as second lieutenants in the Officers Reserve Corps. Any cadet now in training who was transferred from the Student Army Training Corps may be retransferred to the Students Army Training Corps if he so requests, provided he returns to college immediately. No further commissions will be issued at fields and no cadet will be continued upon active duty after he has completed his entire training.

"Every non-flying officer should be given an opportunity to complete his flying training whether class 1 or 2.

"If any officers desire separation from the services and if their services can be spared, forward their names to this office for proper consideration."

In addition, orders have been issued for the closing of the flying fields at (Selfridge), Mt. Clemens, Mich., (Chanute), Rantoul and (Scott), Belleville, Illinois. Orders have also been issued for the abandonment of the Air Service Mechanics School at St. Paul. Candidates for commissions at balloon schools will be discharged and commissioned in the Officers' Reserve Corps as rapidly as they complete their course of instruction.

## Autobiography of a "Warehouse Rat"

### PART FOUR

(By "Gus")

I am a patriotic American. I joined the U. S. Army to save the world; then they made me stay in camp the Fourth of July. The Sergeant Major got busy with his per cent. pencil and I came in the hard luck per cent. I'll be a famous hunter if they ever have open season on Sergeant Majors.

Well, I just started the day staying at home in the warehouse. Notice I said started. I stuck to the old seclusion of the warehouse until all the lucky cusses were gone and then started out to enjoy the hard luck stories of the rest of the per cent. that had lost out. The funny man of the Sunday paper should have been with me. If I could just draw pictures to represent half of the said stories I heard I would have a summer home at Broad Ripple and a winter place on Meridian. One fellow in 821 had two girls on the string. They both came out and stood at the gate for three hours while he peeled two bushels of potatoes in ye old kitchen. But wait—those girls had never met before. I hope they never do again. It took three guards to separate them. Here's how. They were both waiting. One says: "I got the swellest beau in camp." The other: "He can't beat mine." They chatted on right merrily until the blond says, "His first name is Churchill." The guard says he cannot repeat at that what was said after that. His mother was a Methodist and he can't talk Billy Sunday.

You know after the battle I stuck around the guardhouse hoping another Mormon delegation would show up and I could while away another half hour. Late in the day about eleven thirty, a big Marmon car came up and wanted to drive down to 811 to see a fellow. I knew he had checked out and gone, but I offered to act as super just for the ride. I got it, failed to find the right man, was invited for a ride, rode right through the gate and was free. What a grand feeling to be free when you have spent a whole half day in solitary confinement.

I had dinner at a swell chateau (I studied French to go to France, and win the war. A Y. M. C. A. man taught me and Chateau is all I learned). I don't see why every man that has a fine car, a nice home and everything don't have a nice young daughter. This one didn't, but he made half of the fourth of July a glorious day for me. When he brought me back, he had trouble getting the car stopped at the gate. When he did stop it was too far for the new guard to see my pass, which I never had, and I was home again. That, too, is a glorious feeling when you have wondered for hours how you were to get in and keep out of the guardhouse.

The rest of July went fine. I either issued the things the Engineer Officer wanted or told him we had a car load coming. I tell you if it wasn't for the old alibi about freight being slow and express slower I am sure the Supply Officer would have kicked in long ago. If we cannot supply the goods asked for we always pass the buck. It's fair and all right now that we have government ownership of railroads. Just the old government game.

I intended to tell you about a picnic one of the officers staged in July, but I ain't got room this time. Just this, though. They took their girls (the men that got to go with him) and they camped over night. He was a good "chap" all right only he had forgotten a few things. He had the girls domiciled for the night on one side of a babbling brook and the men on the other. All safe and proper. The brook was deep, yes. But who can't learn to swim under those conditions. "Huh!"

---

## COUNTING THE COST.

(H. E. NEGLEY.)

*When this war is over, what will it mean then*
*To live in a country despised by all men?*
*To know that the symbol of Cain has been burned*
*On your brow, as a mark for the ages to spurn?*
*Have you counted the cost in the end?*

*When this war is over, think you there will be*
*A place on the face of the earth open free*
*To the nation of brutes that crippled childhood?*
*That ravished as only wild savages could?*
*Have you pondered the Nations' decree?*

*When this war is over, then hope you to meet*
*The civilized peoples, as gentlemen greet?*
*With the blood of babes crying dark from the mold?*
*With the murder of Edith Cavell on your souls?*
*Have you counted the cost of defeat?*

*When this war is over, think you that the loss*
*Of the nurses you killed while wearing the Cross,*
*Will pass from the mem'ry of man in a day?*
*Have you thought of the penalties yet to pay?*
*Have you figured results by the cost?*

*When this war is over, then hope you to call*
*On a humane God, from the depths of the pall*
*Your demons have spread over Europe's fair face?*
*You! Reviled by all men! The scourge of the race!*
*Have you pondered the price of it all?*

*When this war is over, think you there is one*
*Place in all the world that will welcome the Hun?*
*Despised of man-kind! Of all felons, the worst!*
*Abhorred of the earth; and by Heaven accursed!*
*Have you pondered your place when it's done?*


# Post Exchange

HOURS: 7 A. M. to 1:30 P. M., 5 TO 9:30 P. M., MONDAY, TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY; 7 A. M. TO 9:30 P. M. ON SUNDAYS.

**Hot Cakes Served at the Lunch Counter**

From 7 A. M. to 12:30 P. M.

*We Are Agents For*

**L. Strauss & Co.**

IF WE DO NOT CARRY IN STOCK WHAT YOU WISH WE SHALL BE GLAD TO GET IT FOR YOU. THE STEWARD GOES TO THE CITY EVERY DAY.

# TALE SPINS

## IT'S WORTH IT.

Unmarried Waco Girl—What pay do those cadets receive?

Willie Andrews—A thousand dollars a month.

U. W. Girl—Is that so?

Andy—Yes, three dollars in cash and the balance in experience.—*Tail Spins.*

The "SKY PILOT" sez:
In the
Great
ARMY game
of passing
the BUCK
the privates
always get
it last
— hence
BUCK PRIVATE. —Ex.

## A LEGITIMATE EXCUSE.

Supply Sergeant: "What! You want another pair of rubber gloves! Why, I just issued you a pair last week."

Mechanic: "Well, you see, Searge, we had pancakes for chow yesterday, an' one of these goldurn mitts dropped in my plate, an' I downed it afore I noticed it!" —*High Life.*

## ORDERS ARE ORDERS.

A sentry was walking a post that terminated at the bank of the James River. Two young second lieutenants strolled out to the river's edge and began to strip preparatory to taking a swim. The sentry stood watching them until one, having undressed, advanced to the water.

"Halt!" called the sentry. "You can't swim here, sir."

"Then why didn't you tell us before we got our clothes off," snapped the officer.

"My orders don't say anything about prohibiting undressing, sir," replied the sentry, saluting.—*The Arcadian Observer.*

## THE HEIGHT OF CAMOUFLAGE.

"Twin beds."

*The Airman.*

"I hope my dear, you've put something by for a rainy day?"

"Oh, yes ma'am," said the young lady. "I've got four pair of silk stockings that I never dream of wearing when it's clear."

## "SOME DAY, SOMEWHERE IN AMERICA—MAYBE"

The following was taken from the *Propeller,* St. Paul, Minn., and no doubt tells a story that will happen to numerous Speedway boys some day:

"And what did you do in the great war, Daddy?" The little girl cuddled closer in his arms and raised her eyes of blue; solemn eyes for such a little girl of six.

"I peeled potatoes at Kelly Field, my child," murmured her Daddy in low tones, his voice fraught with sorrow.

"And where is Kelly Field? What is it and why did my Daddy go there?' The baby inquisitor could not know her Daddy winced at the query.

"Kelly Field is the place where aviators and near aviators go, my child. It consists of sand, sand, and then more sand. It is located in that part of Texas that the Lord forgot, and stands several degrees lower in the opinion of the aviator service than does the Depot Brigade in the army."

"We were located at St. Paul, in the crisp and snappy state of Minnesota," continued the father, his voice quavering with emotion, "when the order came to abandon our gallant post, the acme of perfection, the garrison ideal, the situation admirable. From an aviation mechanics school with an identity of our own we were plunged into a purgatory of sand, near-aviators, quantities of fatigue, and loneliness. And there, my daughter, your daddy concluded his days in the American army."

Overcome with emotion, the sorely tried parent could not go on. His little daughter, looking up, flecked away a tear that glistened in his eye with a golden curl. The child remained silent, crushed under the force of the blow which even she of only six years, was able to understand.

## FROM THE BARN YARD.

First Rooster—"What's the matter with Mrs. Brahma?"

Second Ditto—"Shell shock. Ducks came out of the eggs she was setting on."

Pity women's lot—in girlhood it seems as though her lover would never go home and later it seems as if her husband would never come home.

## HOW LONG WILL HE LIVE?

"I butcher myself every day" is a sign on an Indianapolis butcher shop.

Keep your eye on the girl you love and 30 more, is the advise given by one of the Speedway "aviators."

## STANDING IN LINE.

I stood in line to join,
I stand in line for mess;
I stand in line for everything
I get, almost, I guess.

And when I soon go back again,
Now that Bill's dream has burst,
I'll stand in line to kiss my girl,
Perhaps, and that is worst.
—*Kelly Field Eagle.*

## SGT. O'HAVER OF 821 HEARS FROM OTTO.

Ohio, Columbus,
October de twiced.

Dear Friend:

As I have nothing to do and wish to do it, I tout I would took my pen and bottle of ink in mine handt and typewrite you a few ladders, blease excuse dis lead pencil.

We are all wel ad present, except my brudder; he was licked in the suburbans last night by a mule—de mule is not expected to live.

Your rich aunty who died from patpitation of the heart when you was here is till deadt and doing nicely. Hope dis will find you de same. After she diedt day found fifteen tousand dollars sewed up in an old bussel that she left behind, so you are therefore no longer a poor man, but a dutchman.

Your brudder will went to work dis morning; de job will last about six months, but might get oudt sooner on good behavior.

Business has been dull since you leftd—especially the saloon business. Your wife was took to de insanity asylum yesterday—she was crazy to see you.

I saw your little boy this morning doe de first time, I think he looks just like you, but he is all right otherwise, so I would not worry aboudt dat if I wass you.

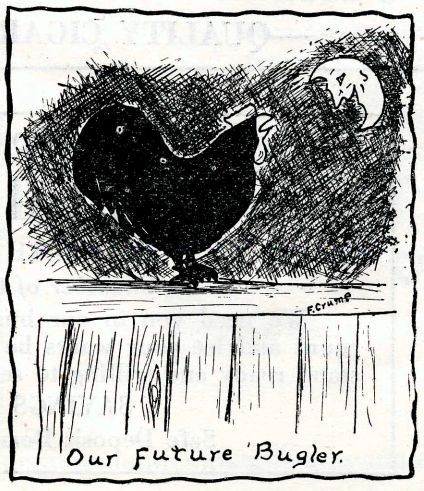
I am sending you by Adams Express your overcoat and as day charge so much a poundt to send it, I cut off de buttons. Hoping dis will prove satisfaction. You wil find de buttons in de inside pocket.

I almost forgot to tell you I got married last week. I got a pretty good wife. She is from Milo, but I think I could have got a better one at Westerville, as they have a larger stock to select from.

As diss is all I got to say, I will klose my face and expect you to do theh same. Hoping dis will reach you before you get it, and that you will answer before dat, I remain your confectionery second to de last kousin.

OTTO MOBILE.

P. S. In case you do not get this letter, write me and let me know and I will sendt it to you at onced.

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PAYABLE IN
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AND OTHER NON-ENEMY COUNTRIES
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Fletcher American National Bank
Main 5080 Auto. 28-341

HAYES BROTHERS, Inc.
Installed the
PLUMBING, HEATING, SEWERAGE AND WATER SUPPLY SYSTEMS FOR THE AVIATION REPAIR DEPOT
*Speedway, Ind.*
The Sign of
QUALITY—SERVICE—WORKMANSHIP

Food and Drink Combined
Polk's Milk is Pure, Rich and High in Food Value. Good Milk is Recognized Everywhere as One of the Most Perfectly Balanced Food Products a Human Being Can Use. Increased Efficiency and Improved Physical Condition Will Follow the Liberal Use of
POLK'S MILK
More Than a Drink
A Real Food

MACHINE TOOLS, WOOD-WORKING MACHINERY AND ACCESSORIES
"THE EAGLESFIELD MOULDER"
"Completely Motor Driven."
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Highest Quality
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Home Cooking

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*DAIRY LUNCH*
216 N. Delaware St.

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Indianapolis
Main 153 Auto. 21-651

*SMOKE*

**Lincoln Highway**

CIGARS

**Hamilton, Harris & Co.**

*Indianapolis, Ind.*

**DANCING**

**Buschman Dance Studio**

TUES., THURS., SAT. NIGHTS

11th and College Sts.
*Take College Car*

**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo*. It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.
KIEFER-STEWART COMPANY.

**Indianapolis Blue Print & Supply Co.**
Century Building
BLUE PRINT PAPERS—DRAWING MATERIALS
MAP PRINTERS

## WAR CAMP COMMUNITY SERVICE ACTIVITIES

**Walter P. Pfaff, Executive Secretary, Representing War Department Commission on Training Camp Activities, 441 Lemcke Annex.**

### GEN. OMAR BUNDY SOLDIERS AND SAILORS' CLUB OPENING.

This club will open at 3:00 o'clock this afternoon with accommodations for 100 soldiers each night at 50c a night. Mrs. Foster will be the permanent hostess, and is always ready to make the boys comfortable and welcome. Soldiers and sailors may come in during the day and get a bath free of charge.

### DANCE AND EAT

Indianapolis Lodge of the Loyal Order of Moose wishes every man in uniform to know they are more than welcome to attend any entertainment which it may give at absolutely no cost to himself, and also that the Club Rooms at 135 N. Delaware street are open to them at all times.

The Moose have issued invitations to soldiers of the cantonments around Indianapolis to be the guests of honor at their Big Peace Celebration and Pumpkin Pie Dance which is to be held in Tomlinson Hall on Saturday night, December 7th. This means that every fellow can bring lady company if he likes, but if he has none, he should come anyway, as the Moose girls say they are going to attend to the unattached ones.

Then, there is the pumpkin pie and cider. This, to a great many of the boys, will be a great big inducement, as all of us can well remember the days when we were at home and when pumpkin pie was looked forward to as one of the biggest events of the year. The ladies of the Moose are going to make these pies right in their own kitchens, and they guarantee them to be just what Mother used to make, so it is up to you to come and eat and dance, and eat and dance, as long as you are able.

### THANKSGIVING.

Thanksgiving Day was celebrated at this station and everywhere with a greater and deeper meaning to all than ever before. It was celebrated with a tribute to the brave men who gave their lives for universal democracy and happiness. We are all greatly thankful that that great army of which we are a small part, has been so successful and that so few of the great number of our comrades in arms have fallen in battle. The thought that everlasting peace and disarmament may be near at hand and that all may soon return to their homes completes the happiness of the greatest of Thanksgiving days.

### THE GIRL AND THE JOB.

(H. E. NEGLEY.)

*Are you thinking of the girl who took your place,*
*When you went away to fight the dirty Hun?*
*Do you know that she's begun to think her face*
*Decorates that job as well as any one?*
*And she's wearing khaki bloomers with a grace*
*That made a hit as soon as she begun;*
*So you may expect that girl to set the pace*
*In the race of life that all of us must run.*

*The boss just couldn't help himself, you know;*
*He took her on for better or for worse.*
*He thought she'd wreck the whole eternal show;*
*And said things that I may not put in verse.*
*But still, "the business must be made to go";—*
*She got her orders, sharp, and crisp and terse;*
*And the way she took that job of yours in tow*
*Would surely make a Business Agent curse.*

*Of course she's got her mind made up to stick,*
*And she thinks the job is her's to hold for aye.*
*For she hasn't seen the troubles, coming thick,*
*When the khaki boys come home again to stay.*
*And sure she thinks 'twould "be a rotten trick"*
*To divorce her from the pleasures of pay-day.*
*So she feels as safe and solid as a brick,*
*In the job that she took when you marched away.*

*But this problem need not ever worry you;—*
*There's only one solution in the end;*
*The job is safe with her till war is through,*
*And she'll be a lady still, you may depend.*
*So, when you get back home, the thing to do*
*If you wish advice from one who is your friend;*
*And your hold upon that job you would renew;—*
*Just marry her, and let her homeward trend.*

(Copyright 1918 by H. E. Negley.)

**DESCHLER'S—**

**MONOGRAM**

**—QUALITY CIGAR**

**BEDFORD STONE & CONSTRUCTION CO.**

BUILDERS
AVIATION REPAIR DEPOT
SPEEDWAY, IND.

810-815 Fletcher Savings and Trust Building
INDIANAPOLIS, INDIANA

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

**PHOTOS**

If you want a real work of art, a true and natural resemblance visit our studio.
*Our Work Always Pleases*
**HOLLAND STUDIO**
Makers of "QUALITY" Photographs
17 W. MARKET ST.
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Table d'Hote or a la Carte Service
Open all Night
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222-224 North Illinois Street
One-half square north of Ohio
J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome

**Ryan's**

23 S. Illinois St.

UNIFORMS, LEGGINGS
And Other Military Goods

*Also Hats and Men's Furnishings*

**Patronize Our Advertisers**

CAPITAL AND SURPLUS, $475,000.00

**Con inental National Bank**

28 SOUTH MERIDIAN ST.
*Chamber of Commerce Building*

We need you in our business. Bring us your checking account and let your wants be known to any of our officers, who stand ready and willing to serve you.

SAVINGS DEPARTMENT
Safe Deposit Boxes, $4.00 a Year and Up

Sittings Now for Christmas

9th Floor Odd Fellows Bldg.

Bexheimer STUDIO

Washington and Pennsylvania

Specials $4 Per Dozen Up.

## JOIN MY ARMY.

When you are through working for Uncle Sam I want you to join my Army of salesmen.

My Army is made up of good, square fellows who are not satisfied to work for wages, men who want to earn more than wages. They are making money fast—$2,000, $5,000, some $10,000 per year and even more.

When Uncle Sam called up—I am a private in the army myself—we all dropped what we were doing and fell in. Uncle Sam said come and we came, and were glad to come, too. Now I can't draft you into my army. I've got to be satisfied with inviting you. But believe me, Buddy the boys who accept my invitation are going to make money.

The boys in my Army supply all sorts of household remedies, stock food preparations, spices, extracts, toilet goods, etc., to the farmers. I furnish my boys goods on credit. They sell for cash or on trial and pay me after they are paid. They make big profits. Farmers like this way of buying. Farmers are rich nowadays and will be for a long time. The United States must feed the world for years to come and the Farmer grows the crops. He has the money to buy. The Heinrich Line are farm necessities.

Anybody who's in Service will get a hearing at any farm. You'll be welcome—folks will be glad to buy and after they buy my goods once, they'll be your customers every time you call because there is nothing better on the market in quality, appearance, or price, than the Heinrich Line. There is a constant demand for my goods. You will see the same customers every sixty days, supplying them by wagon which we will furnish.

It will be easy for you to meet my simple requirements. There are plenty of folks back home who will be glad to help you get started. You don't put up a cent. I furnish the goods, you supply your customers and keep half of the money you take in. I've got men who sell more than $100 a day. It's the best job I know of—you're your own boss and all that.

Now remember, I want you in my Army. I want all the square, wide-awake fellows I can get. I've got territory open all over the country. Write to me. Let me tell you all about my plan and my million dollar company that is making my Army rich. Write today.

PTE. G. W. HEINRICH, President,
Heinrich Chemical Company.
422 South 7th St., Minneapolis, Minn.

P. S.—Give both your present and home address.

## NO TIME FOR KNOCKERS.

Since the United States declared war against Germany this Republic has been virtually an autocracy. What the President said has been law. The people, through Congress, granted him this authority. President Wilson sought certain authority beyond that which was constitutionally granted him; the people backed his demand; Congress granted it. He was enabled to make laws that ordinarily required the sanction of Congress and the favorable opinion of the Supreme Court. The big purpose in the minds of all was the winning of the war. His way proved successful. However, the right to terminate that authority was reserved and at the turn of a hand it could have been done should he have failed to fulfill the trust placed in him.

Certain factions have questioned the loyalty of Wilson to our country and American ideals by their statements. In view of the ever spreading "Bolshevism" doctrines generally under the camouflage caption of socialism such unwarranted attacks are dangerous. Hidden evil forces are seeking every possible means of expression; their propaganda can be seen on every hand. They seek to spread discontent and sedition among the masses. Simply because Germany has been defeated and has agreed to the terms of the armistice is no reason to believe that she has changed her ways one whit. The men entrusted in the high and responsible positions at the head of the government should take a broader view of the problems and work before the President and not look at it from a partisan angle.

Soldiers generally ,recognize these facts and are quick to sense the presence of the "Bolshevism" thoughts and organizations and are constantly seen putting to route bands of these anarchists in the larger cities. Citizens of this free country have been accustomed to permit these men to parade the streets with their banners and to spread their poisonous doctrines. But the soldiers when they return to their homes will not permit such organizations to exist. Those who have been to the front, realize better than any other class what it means to have a free and democratic government and they will not allow these elements to attempt to undermine it.

* * *

"The most autocratic state was the first to go to wreck. The most democratic states have shown the greatest staying powers.

"It was the most democratic state of all that confounded Prussian calculations.

"An American army of two millions on French soil, composed of men who had mostly never seen a weapon of modern warfare until about a year before, was impossible according to Berlin arithmetic."—*Saturday Evening Post.*

## MAKE 102 CONSECUTIVE LOOPS FROM HEIGHT OF 10,000 FEET

Lieutenant William T. Campbell, Assistant Officer in Charge of Flying at Love Field recently made 102 consecutive loops from a height of ten thousand feet.

## QUICK WORK OF THE "GROUND" AVIATORS

At Ellington Field, Houston, Texas, a crew consisting of four privates and two non-commissioned officers, uncrated and assembled an airplane in three hours and fifty minutes. This included the time consumed in hauling the boxes full of parts from the freight yard to the hangar, unloading and unpacking the boxes, assembling the airplane in every detail ready for flight, and taking the empty boxes back to the freight yard.

The winning crew was not made up of picked men but one of fourteen selected at random from a Squadron quartered at Ellington Field which were unloading and assembling a new shipment of planes received from the factories. The time of the slowest team was five hours and nine minutes.

At another field recently a crew of experts consisting of twelve non-commissioned officers did this same work in three hours and eight minutes, but they were especially selected men and twice as many in number.

## COL. WOODS APPOINTED ASSISTANT DIRECTOR OF AERONAUTICS

The appointment of Colonel Arthur Woods to be Assistant Director of Military Aeronautics was announced on November 14th by Major General Kenly. As Chief of the Personnel Section, Colonel Woods made a host of friends, to whom his promotion is a source of gratification. Prior to entering the Air Service, Colonel Woods was Police Commissioner of New York City under the late Major John Purroy Mitchell, who was Mayor.

## IMPORTANT CHANGES IN PERSONNEL

The officers and enlisted men of this Post, who have Kelly Field experience, have noted with pleasure the promotion and responsible positions that have come to Colonel Gerald C. Brant. Colonel Brant is at present Chairman of the Board to make recommendations for the permanent organization of the Air Forces. Most of the enlisted men and officers remember Colonel Brant, then Major, as the Adjutant of the 2nd Training Brigade at Kelly Field.

Col. William Jay Patterson has been placed in charge of the aerial coast defense project.

Lt. Col. Lawrence McIntosh is now assistant to Col. Archie W. Miller, who is in charge of all matters pertaining to district supervisors.

Lt. Col. George H. Shields, Jr., has been relieved from duty in the Executive Section and transferred to the Balloon Branch, Training Section, for duty.

Major Frank C. Page has been placed on temporary duty with the Executive Section, Aeronautical Information Branch.

Major Raycroft Walsh has been appointed an Assistant Executive in the Executive Section, Washington, D. C.

## WORK IS HALTED ON NEW HANGARS

In accordance with an order from Washington, it was necessary for Captain Menkel to halt the work on the two new steel hangars at the Speedway. But as these improvements are badly needed in carrying on the work at this depot, it is quite likely that an order will later be received to have them completed.

KAHN UNIFORMS

Sold Without Retail Profit

The Kahn Tailoring Company, employing over 1,000 people in the production of Army Uniforms, is the largest tailoring concern in the United States making Standard Uniforms of Quality. Only the finest O. D. Fabrics are used and the most careful workmanship.

*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

KAHN-TAILORING-CO
OF-INDIANAPOLIS

Sold At
Kahn Building,
Washington and
Meridian Sts.

Tailored at
Kahn Factory,
St. Clair St. and
Capitol Ave.

## CROSS COUNTRY FLYING IS INCREASING.

Reports from the Air Service schools in this country show an increased amount of cross country work by the pilots. Much of the territory covered by these pilots is without suitable landing fields and the emergencies presented at times by forced landings are developing their resourcefulness in more ways than one. In one recent flight of this kind, nine planes from Payne Field, West Point, Mississippi, led by Lt. Col. Jack W. Heard, started the formation for Birmingham, Alabama, 200 miles away.

After reaching Fayette, 140 miles from their destination, the planes were forced to fly solely by compass, the weather having become very thick. All made Birmingham according to schedule, except one plane, piloted by Lieut. Albert O. Spencer, which suffered a break in the gas line when nearly 10,000 feet up and at a time when the pilot had not been able to see the ground for some forty-five minutes. Forced to spiral down thru several layers of clouds and rain to a level of about 1,000 feet before the ground became visible, he found himself over a town and was obliged to make a forced landing in a vacant lot. This drew a crowd of curious inhabitants and to avoid hitting the more venturesome who ran across his path, he made a sharp turn, colliding with a telegraph pole, damaging a wing. With the aid of two broomsticks and some muslin, temporary repairs were made, and the gas lines having been repaired, resumption of the trip was possible.

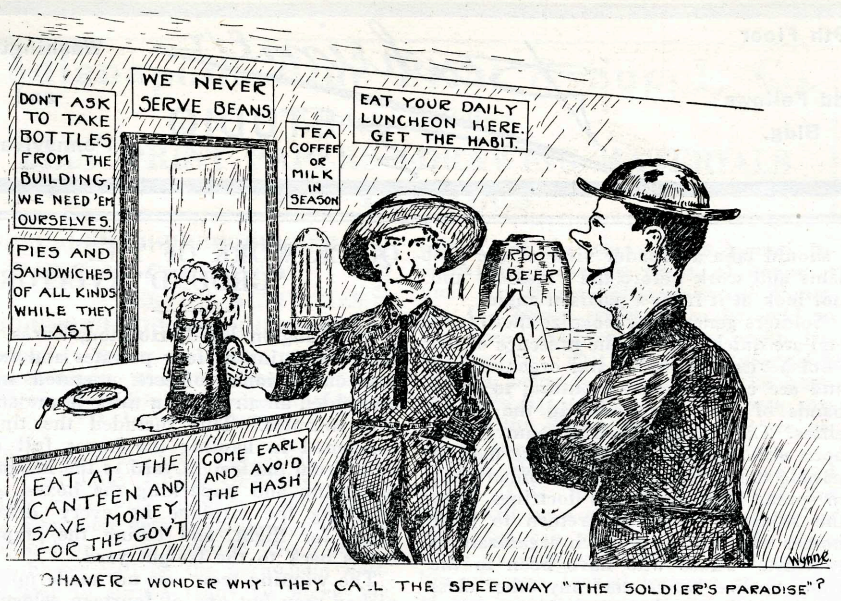
The lot was hardly large enough for a good take-off, but, by squeezing between telegraph poles, the pilot was able to get a run through a corn field and take the air with barely enough clearance to jump a big warehouse up wind from him.

Assurances from the townspeople had led Lieut. Spencer to believe Birmingham was only a few miles distant, but it had already grown dark before the lights of the city came into view. Again difficulty in finding a landing place was experienced, but having picked out a black spot which appeared to be cleared land, Spencer leveled out for a three point landing. A few feet off the surface of his black spot he suddenly discovered that particular surface to be water and he was in the middle of a good sized pond. He "zoomed" just in time to keep his tail planes out of the wet, climbed about three hundred feet and began a circle of the city searching for the other ships. He met with no success in this effort and again picked out another spot for a landing. This appeared to be a vacant lot. Again he settled to the street level and flattened out, when to his surprise instead of feeling ground beneath him he kept on settling and finally brought up in an excavation 20 feet below the level of the lot and stopped on the brink of a ditch which was invisible until disclosed by the headlights of an automobile in the street above him.

### Southwestern Towns Entertain Flyers.

Cities and towns of the Southwest under the air lanes used by Army flyers are rivaling each other in their hospitality to aviators. They are building landing fields, organizing the inhabitants into reception committees and raising money for entertainment. One town, which calls itself "The Dynamo of Central Texas," is sending out invitations by cards to flyers. The cards read:

"Upon presentation of this card all courtesies will be offered you, including shower and pool baths at the Y. M. C. A.'s $87,000 plant, Country Club's $75,000 plant, Elks' Club's $47,000 plant. Coffee and sandwiches will be handed out by the Red Cross canteens; hair cut, shave and shine given free, at any barber shop; cold drinks at the soda water fountain, also local car fare."




OHAVER – WONDER WHY THEY CA'.L THE SPEEDWAY "THE SOLDIER'S PARADISE"?
SUGARMAN – PROBABLY BECAUSE GOLD BRICKS ARE SO PLENTIFUL


# Gen. Omar Bundy Soldiers and Sailors' Club

## Accommodations for 100 Soldiers

**Open 3:00 o'clock This Afternoon**



# To the Soldier Boys Stationed at the Aviation Repair Depot

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

*YOU ARE WELCOME*

(Edison Service)

**INDIANAPOLIS LIGHT & HEAT CO.**
48 Monument Place


## THE CHICAGO AERO MAIL.

Postmaster General Burleson announced on October 24 that the New York-Chicago aero mail route will be inaugurated between December 1 and December 15. The exact time of the establishment of the service will depend upon the time of the receipt by the Post Office Department of the necessary aeroplanes to operate the line.

The city of Cleveland has set apart for use as a mail field Wooland Hills Park, a magnificent pleasure ground, and will place on it a hangar costing $10,000. Work on this aviation field was begun this week.

The city of Chicago has given the use of Grant Park as an aviation field for the landing of mail ships, and the Aero Club of Illinois has tendered the use of Ashburn Field for hangars, workshops and bunk houses for the mechanical forces. The Association of Commerce of Chicago voted an allotment of $15,000 for the construction of a mail hangar. Work on the Chicago field will begin at once.

Bryan, Ohio, the intermediary stopping point between Chicago and Cleveland for exchange of mail and gassing of aeroplanes, has furnished the Post Office Department with a suitable ground and hangar. Work on the Bryan field was begun last week.

Representatives of the Post Office Department will be in Clarion, Bellefonte, and Lehighton, Pa., this week to arrange for the immediate erection of hangars and preparation of fields at those points.

The New York-Chicago route will be laid out in three legs, the first from New York to Bellefonte, Pa., a distance of 215 miles, with an emergency station and machine midway at Lehighton; the second leg from Bellefonte to Cleveland, a distance of 215 miles, with an emergency station at Clarion, Pa., a distance of 87 miles from Bellefonte; the third leg from Cleveland to Chicago, a distance of 323 miles, with an intermediate mailing station at Bryan.

The plan of operation during the unfavorable winter months contemplates the aeroplanes leaving Chicago and New York at 6 o'clock each morning, with a capacity of about 20,000 letters, and making the trip, including all stops, within a period of ten hours.—*Aerial Age Weekly.*

## AERIAL MAIL TO BE EXTENDED TO ENTIRE COUNTRY.

NEW YORK, Nov. 27.—Capt. Benjamin B. Lipsner, director of the United States aerial mail service, announced here tonight that the War Department had turned over to the use of the mail service "hundreds of airplanes."

Capt. Lipsner said he was not in a position to announce the exact number, but that the machines would be used as rapidly as possible in extending the aerial mail service to all cities of the country. The service anticipates that it will be able to organize its personnel from hundreds of army aviators returning from the front.

Plans for the laying of new routes and the extension of the service on a nation-wide scale have not as yet been formulated, but it is expected that the extension will begin in the near future. Capt. Lipsner pointed out that in addition to the commercial value of speedy transmission of mail, already demonstrated by the service between New York and Washington, the employment of hundreds of pilots will enable the nation to maintain an aerial reserve for military purposes in the event of another war. Also as an immediate benefit a solution will be offered of the problems of employment of the returning aviators, and the money spent by the government in training them will not be altogether lost. The New York-Chicago aerial service will be placed in operation next month.

Capt. Lipsner also announced that the first flight from the new Elizabeth, N. J., terminus of the New York-Washington air service would be made tomorrow. Heretofore planes have started from Belmont Park.—*Indianapolis Star.*

## RECLUSE IGNORANT OF WAR.

DENVER, Col., Nov. 27.—Williar Hardick, a recluse in the mountains near Pagosa Springs, apparently never heard of the world war, according to Deputy United States Marshal W. J. McClelland, who returned today from that distrist.

### SPEEDWAY-CAMP TAYLOR BOXING SHOW A HUGH SUCCESS.

The biff tournament staged at Tomlinson hall last Saturday night was a big success from every point of view, the vast auditorium was comfortably filled with a good natured crowd of boxing fans that enjoyed the show to the utmost. The ladies, too, were there and took a keen delight in everything that went on. Some of the best boxers in the country took part, which included Jack Dillon, Gus Christie, Pack McFarland, Knockout Brown, Frankie Mason, Don Curley, Buck Masters, Tommy Dillon, Solly Epstein, One Round Bess, Dave Farb, Sammy Sandow, Charlie Metrie, Jack Leslie, Jack Hanibal, Sgt. Rosengarten, Sergeant Sollie, Hugh Ross, Frank and Jim Chaput. With the exception of the McFarland and Brown and Dillon and Christie bouts that were exhibitions all the others were full of pep and ginger from the start to the finish. What was far and away the star bout of the night was that of Rosengarten and Sollie; these two battlers went at it hammer and tongs and had the vast auditorium on its feet cheering their favorite. This bout was declared a draw. Next in importance was Curley and Metrie, who gave a humdinger of a scrap, at the end it was declared a draw. Mason and Epstein were fast and furious; the last time these young men met was about one year ago when Mason won in four rounds but Epstein, the newsboy wonder, has improved wonderfuly since then and held Frankie to a draw.

A rattling good bout was that of One Round Bess, colored, and Corporal Sutter. There were no knockouts or claret flowing but the show was everything that could be desired and clean throughout.

Captain Edward Laughlin, Chief Engineer of the Speedway, was official announcer. Sam Murbarger, referee, Lieutenant Lambert, Camp Taylor, Joseph Kely, City and Lieut. Snee, Speedway, were Judges; Lieut. Wilbur T. Emerson, Speedway, time-keeper.

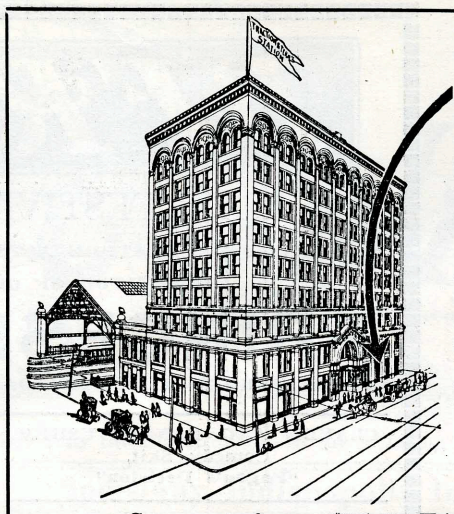
Much credit for the success of the affair is due to Mr. Walter Pfaff, Mr. James Lowry, Mr. Summer, Mr. Dalrymple and Sergeant Don Curley. Lieut. Snee wishes to thank all of these gentlemen and all others who in any way contributed to the success of the affair, particularly are thanks due to the city government, police department and Tomlinson hall attaches. The folowing is a financial report of the affair:

November 27, 1918.

Incidental expenses for men that sold tickets and distributed cards for boxing show:

| | |
|---|---|
| Gropp | $ 1.25 |
| Smith | 1.45 |
| Taylor | 3.65 |
| Foelsch | 1.75 |
| Beauchamp | 6.83 |
| Rhodes | 7.76 |
| Gilmour | 2.32 |
| Canfield | 2.52 |
| Laughlin | 3.75 |
| Don Curley | 11.86 |
| Showers | 1.45 |
| Johnson | 1.25 |
| Lieut. Snee | 8.70 |
| Total | $ 54.48 |
| Expense for Christie | $110.00 |
| War Camp Community for printing, Tomlinson Hall, Erecting Stand and incidentals | 204.60 |
| Paid to boxers not including Speedway men | 90.00 |
| Paid to Speedway Boxers | 40.00 |
| 39 photographs of boxers | 33.50 |
| | $478.10 |
| Total expense | 478.10 |
| | $532.58 |
| Total receipts | $1,848.00 |
| Total expense | 532.58 |
| | $1,315.42 |
| 25% to War Camp Drive | $ 328.85 |
| 50% balance to Camp Taylor | 493.28 |
| 50% balance to Ave. Rep. Depot | 493.29 |
| | $1,315.42 |

Respectfuly submitted
LT. JAMES J. SNEE,
Athletic Officer.

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### DIVISIONAL CAMP LAUNDRIES COMPLETED

Seventeen divisional camp laundries, which will take care of all the laundry requirements of an army division, are nearing completion for the Conservation and Reclamation Division of the Quartermaster Corps. Twenty-six mobile laundry units have already been shipped overseas and manufacturers are now making shipments at the rate of about four per week. Each mobile laundry unit consists of a steam tractor, four trailers which carry laundry machinery and equipment, and one supply truck. The steam tractor hauls the laundry unit to the point where it operates and then furnishes steam and power for the four trailers, which constitute the laundry. The arrangement of the units permits their disassemblement and movement to a new location thirty minutes after the laundry ceases to operate.

### SEAPLANE REMAINS IN AIR FOR NINE HOURS

A navy seaplane equipped with a Liberty motor recently remained in the air for nine hours, says a report received today from Admiral Sims. The seaplane carried a full military load, four men, regulation supply of gasoline, two bombs weighing nearly five hundred pounds, and two machine guns. No additional gasoline tanks were carried.

### INSIGNIA ADOPTED FOR MOTOR TRANSPORT CORPS

The insignia of the Motor Transport Corps has been adopted. It consists of a bronze wheel upon which is superimposed a winged hat. The wheel is symbolic of power, as its function is to transmit or modify motion, and forms an essential part of nearly every kind of mechanism or device. The particular form of wheel chosen is, of course, the wheel of a motor vehicle. The winged hat is the classical, broad-minded Petasus, as worn by the Greek god Hermes, who was not only the swift, sure messenger of the gods but also the god of roads. For officers the wheel is silver tired, while the enlisted men will wear the insignia of solid bronze and in the regulation button form.

The Corps has also been authorized to use a purple hat cord, the color having been established by a general order. The hat cords will soon make their appearance, although they are not likely ever to become common on the streets of our cities. The Motor Transport Corps is essentially an overseas organization, and men as well as officers go to France very soon after finishing their short but intensive training courses.

The need for trained motor mechanics and for drivers is very pressing and grows more so as the manufacturers speed up their production of trucks. The recently organized schools of the Corps are filling up rapidly and more schools are to be opened soon. Drivers are graduated in three weeks, those making the highest averages being rated as "First Drivers" and the others as "Assistants". The former are made corporals on their assignment to active duty. Skilled mechanics for the Repair and Reconstruction Parks receive longer courses of training, and if possessed of executive ability as well as mechanical skill are usually made sergeants.

### PLANES COLLIDE, LOCKED, MANEUVER TO SAFETY

MT. CLEMENS, Mich., Nov. 4.—While flying at a height of 3,800 feet over Selfridge Field yesterday two airplanes collided and became locked together. The machines went into a tail spin, but Cadet Braddus Chewning of Roanoke, Va., the pilot of the larger and more powerful plane, gained control of his machine and with the two still clinging together maneuvered them in such a way as to break the shock of the landing. The four aviators received only minor injuries. The names of the others have not been announced.—*Indianapolis Star.*

# THEATRE NOTES

**B. F. KEITH'S.**

Gus Van and Joe Schenck, one of the recent hits in the musical comedy, "Miss 1917," started their entertaining career in vaudeville and do not seem able, or willing, to renounce their first love for bigger productions. On the fall festival bill at B. F. Keith's theater next week Van and Schenck are dividing headline honors with Princess Radjah, the oriental dancer. They offer original songs, presented in a manner entirely their own and which has won for them the title "The Pennant Winning Battery of Songland." The festival show of ten acts promises to be an event in local theatricals.

**DEVASTATED FRANCE SHOWN IN WAR FILM AT CIRCLE.**

**"Under Four Flags" Gives Many Views Particularly of Chateau-Thierry at Time of American Occupation.**

A topic of world-wide interest in connection with the war is that of devastated France and Belgium, the characteristic mark of the Hun that appears wherever the ruthless hordes of Boche have spread over the land. A graphic idea of the extent of the damage wrought by the Germans may be gained by viewing the Third Official United States War Picture "Under Four Flags," which will be exhibited at the Circle Theatre the entire week starting Sunday, December 1.

As if from premeditated design the Germans passed no opportunity to convert towns and cities to a mass of ruins. The Official Picture shows the progress of the Allied Armies in their advance immediately following the change of the tide of conflict. As the Germans retreated and evacuated the American, English and French troops followed close behind, finding only destroyed bridges at the streams and rivers and ruins in the towns and cities.

A scene is shown of the occupation of Chateau Thierry by the American troops. A bone of contention between the opposing forces that unfortunate city, at the time of American occupation, presented a pitiable appearance, scarcely a house remaining without damage. In evacuating the Huns left their mark of ruin on every edifice.

But Chateau Thierry is only one of the monuments of the ruthlessness of the Boche. "Under Four Flags" carries the spectator all along the line of battle, disclosing heartrending scenes of destruction and devastation. The picture will accomplish more than any other agency in presenting to the minds of the people an adequate idea of the tremendous scope of the destructive proclivities of the invading Hun.

**"EYES OF YOUTH" AT SHUBERT MURAT, INDIANAPOLIS.**

"Eyes of Youth," the notable New York success, will be presented at the Shubert Murat, Indianapolis, for one week, beginning December 9th, direct from a year's run at the Maxine Elliott Theatre, New York, under the joint direction of A. H. Woods and the Messrs. Shubert. The play needs little introduction to the theatre-goers. It has achieved a national distinction as one of the conspicuous metropolitan successes of last season, and as one of the most novel and original plays of recent years. It was written by Max Marcin and Charles Gueron, and is described as a dramatic fantasy in three acts and four episodes. It is a visualization of a girl's glimpse into her own future—a future that is revealed to her through an understanding of her own heart. The play contains four of these mystical dream episodes. Each act begins in the home of Gina Ashling, the heroine of the play; then ocurs the transition to the future episode revealed in the crystal; then there is a return to her home at the end of each episode. The girl is on the brink of choosing a career; several alternatives are presented to her. In her dilema a Hindu Yogi appears, learns the situation, and reveals to her the consequences of each choice. These revelations are visualized, and so the girl is enabled ultimately to make a happy choice. These episodes are not only picturesque and interesting in themselves, but they are part of a progressive, dramatic narrative, with a tremendous, spiritual significance. A very effective production has been provided, and a splendid company which includes Mabel Brownell, George Page, Franklin George, Russell Sage, George M. Clark, J. T. Baston, Daryl Goodwin Hortense Bender and others.

**MUSICAL COMEDY AT ENGLISH'S.**

A musical comedy founded on a comedy by Jerome K. Jerome, will be the offering next week. Matinees Wednesday and Saturday. It is called "The Rainbow Girl," and is one of the latest Klaw and Erlanger light musical comedy attractions, though it was first produced in the east over a year ago. It comes here direct from its run at the Illinois Theatre, Chicago, and will be presented with the original company and production. It was Rennold Wolf who wrote the book and lyrics and Louis A. Hirsh who wrote the music. The sets, four in number, were painted by Joseph Urban.

Though claim is made that "The Rainbow Girl" is distinctly a musical show presenting over twenty musical numbers with a numerous girl chorus, its sponsors state that it sets a new style in musical comedy entertainment by the introduction of a full fledged story and a characterization equal to that seen in straight drama. Beth Lydy has the prima donna or title role, which has brought her more rapidly to the fore than "Alone at Last," in which she sang the leading soprano part. Billy B. Van is the principal funmaker. He has created the character of a bishop or "bish" which is said to be the best thing he has done. An English butler is introduced by Sydney Greenstreet. He has played every comedy role in Shakespeare and may be counted on for a clever characterization. Harry Benham plays opposite Miss Lydy and Lenora Novasio has a part which gives her personality full play. Others in the cast are: Laura Hamilton, Robert G. Pitkin, Harry Du For, Jane Burby, Marquita W. Dwight, Miriam Medie, Georgia Sewell, Margaret Merriman, Fred Clifton, Kathleen Lindlay and Fred Solamon.

**French band from the trenches will be heard at the Murat Theatre, on Next Sunday afternoon, December 8th, at 3 o'clock. Prices, $2.00, $1.50, $1.00 and 50c.**

**CAPTAIN GABRIEL PARES TO CONDUCT FRENCH ARMY BAND.**

Just M. Pares before the war. That was way back in 1904—when Monsieur Gabriel Pares arrived for the St. Louis Exposition with his famous band, La Garde Republicaine—as the conductor of which he had risen to world-wide reputation. But although M. Gabriel Pares was already well-known then as a musician of the highest repute and at both the St. Louis and the Panama-Pacific Exposition won for himself the ovation he deserved; people did not suspect what lay beneath that dignified graceful exterior. They could not guess that the musician Gabriel Pares was destined to be widely known as the soldier of France.

To his title of band-master he has added that of captain since the war. Some of his band men could tell heroic stories of their leader for they have taken their military orders from him in the field. There was a grimness behind the grace of the man who wielded his baton, that people could not foresee. At the front in France the fighter in him was revealed. Decorated again and again for bravery under fire, Captain Pares has a trunkful of medals, of which he wears but four. Because of memories of the Marne and Rheims, his music stirs the soul. It is said by soldiers writing home that there is nothing like his rendering of the "Sambre et Meuse" march, with which the Poilus go into action. There are two other numbers on his program that grip—our "Star-Spangled Banner" and La "Marseillaise." When Captain Pares conducts the French Army Band, which will be heard here on December 8th, and we listen to the music, let us remember that somebody once aptly said: "The greater the man, the greater his music." It will apply to Captain Pares, soldier, musician, hero. Seats now on sale at Ona B. Talbot office, 916 Hume-Mansur Building, for this concert.


B F Keith's

FALL FESTIVAL WEEK DEC. 2

10 SENSATIONAL FEATURE ACTS—3 HOURS OF JOY AND JUBILEE

CREATOR OF ORIENTAL DANCES

PRINCESS RADJAH

IN HER FAMOUS CLEOPATRA DANCE AND ARABIAN CHAIR DANCE.

CLAUDE AND FANNIE USHER
Comedy Skit,
"Fagan's Decision"

Another Hit
BEN DEELEY AND COMPANY
"The New Bell Boy"

KHARUM
Persian Pianist

MIGNON
The Dainty Mimic

PENNANT WINNERS OF SONG LAND

GUS VAN & SCHENCK JOE

COMPOSERS AND COMEDIANS

GERARD'S MONKEYS
Siam Actors

KARTELLI
On the Wire

LILLY & WARD
"SHOW ME."

AMERICAN RED CROSS
In Europe

Jack Norworth Presents His Wholesomely Funny Trench Scene from "ODDS AND ENDS OF 1917,"

SOMEWHERE WITH PERSHING

FIVE PEOPLE AND A SONG THAT WILL LIVE IN YOUR MEMORY

ENTIRE WEEK STARTING SUNDAY, DECEMBER 1.

OFFICIAL GOVERNMENT PRESENTATION
THIRD AND LATEST OF THE UNITED STATES
GOVERNMENT WAR PICTURES,

"UNDER FOUR FLAGS"

Photographed by the Signal Corps of the U. S. Army and the Navy Department and the Motion Picture Divisions of the Allied Governments, and compiled by the Division of Films of Committee on Public Information.

COMPLETE SCENES OF THE BATTLES THAT TURNED THE TIDE OF WAR, SHOWING THE AMERICANS IN BATTLE AT CHATEAU THIERRY, CAMBRIA, ST. MIHIEL.

Preceded by a Magnificent Scenic and Musical Spectacle with 20 People, GERALD GARDNER, Soloist, and Musical Setting by the Circle Orchestra under the Direction of SIGNOR NATIELLO.

SPEEDWAY FOLLIES

(Date to be announced.)

Variety Review

BIG BEAUTY CHORUS

MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Dec. 2

AVIATION GIRLS

*Where the Crowds Go....*

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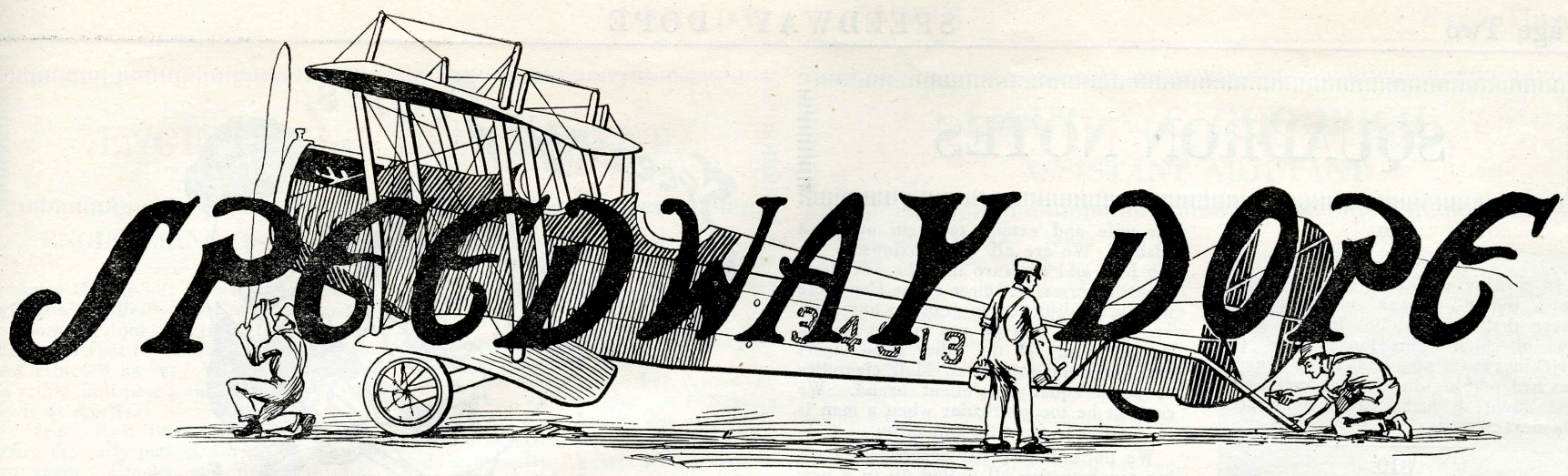



Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Dec. 7, 1918 | Number 11

# U. S. FLYERS PLAYED BIG PART IN AIR FIGHT

To take part in an aerial battle in which Lieutenant Fonck, the famous French ace, was also a participant, is an honor to any aviator, but to have the good fortune to bring down a Hun plane which the French ace himself was anxious to demolish, is a still greater accomplishment. This good fortune fell to Lieut. Park P. Jones, of the 35th Aero Squadron, who has just returned to his home at 50 V St., Washington, D. C., after nearly a year's service in France.

Before the war, Lieut. Jones was engaged in a more or less prosaic task of publishing. He chose the Air Service, because as he described it, "it looked like a soft cinch," and was sent to Ground School at Cornell University. Following the completion of his training at Selfridge Field, Mt. Clemens, Mich., and Gerstner Field, Lake Charles, La., Lieut. Jones was sent to France. He subsequently was appointed instructor at the large aviation field at Issoudun.

He was assigned to duty at the front. Describing his experience with Lieut. Fonck, he said: "Just about dusk one evening during the latter part of June, four French aviators and myself flew over the line in formation. Lieut. Fonck in command. We were flying at a height of about 3000 meters a short distance beyond our line, when we encountered an equal number of German Fokkers. They put up a game fight—one of the pilots in particular. Lieut. Fonck maneuvered around him, I being a short distance ahead. Suddenly the Hun pilot apparently realizing that he was up against an extra skilled opponent, darted in my direction. As he sped past me I was able to splash him with machine gun bullets and he fell to earth."

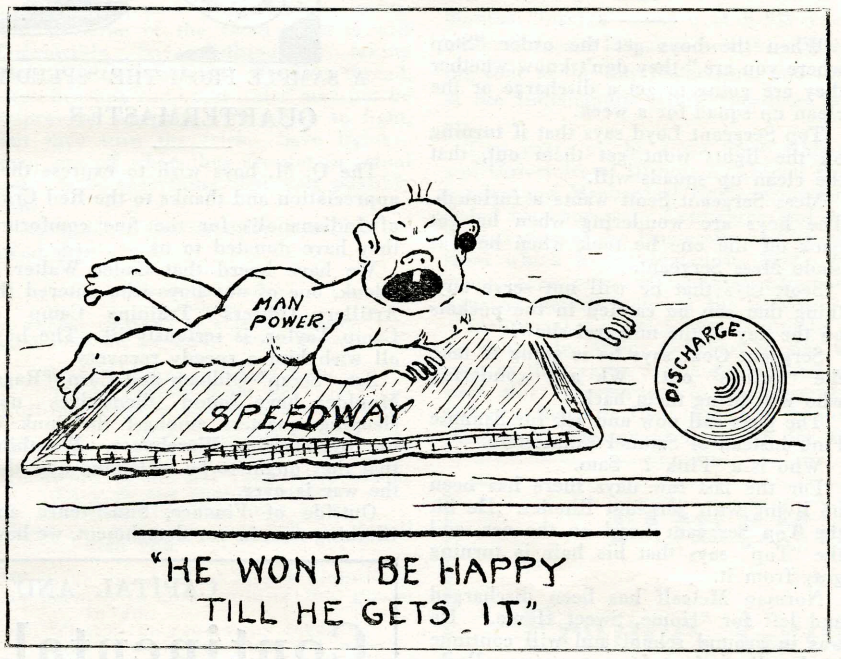
Lieut. Jones spoke in glowing terms of the work that was being accomplished at the training fields in France when the war ended. He said that the enthusiasm of the American boys was unbounded.

First Lieut. Harry A. Schlotzhauer, of Terre Haute, Ind., who has just returned from overseas, described an air ferry operated by the British over the channel for their returning ferry pilots. Every day a number of planes are delivered from England to France via the air and it is necessary to get the ferry pilots, as they are called, back home as soon as possible. To this end an aerial ferry for the returning pilots was established. Handley-Pages, which are the "ferry boats," leave a little port in France called Marquise three times a day; one in the morning, one about noon, and one about 4 p. m. This line has been operating since June and is said to save the returning pilots about 24 hours time. From twelve to fifteen men can be taken over the channel at a time, and while most of them are returning ferry pilots, some of them are officers on special trips whose time allotment is short. The English end of the ferry is at Lympe, near Folkstone.

Lieut. Schlotzhauer received his first training in this country at the ground school at the University of Illinois, and then went overseas where he completed his work with the British. He was finally attached to the 206th British Squadron, and the 91st American Vavincourt, Meuse. The British Squadron was originally a land squadron attached to the Naval Flying Corps, but in April, 1918, became a part of the Royal Air Forces.

In one of the flights he had witnessed, Lieut. Scholtzhauer mentioned a group of 103 which he saw over the lines. They were only a part of a gigantic formation of British, French and American planes sent out on account of the Commanding Officer of the Third Corps then on the west bank of the Meuse. On this occasion there was a group of 355 planes sent out to bomb the area opposite the Third Corps, about 3,000 yards in and back of the territory from the Meuse between Metz and the lines.

The group of planes comprised 253 bombers and 100 scout planes. They left their respective fields early one afternoon and flew over the lines between 3 and 4 p. m. Planes from eight or ten fields took part in this flight, and during the afternoon brought down from twelve to fourteen enemy planes, losing but one plane out of the total 353 from anti-aircraft fire.




## SPEEDWAY EXTRAVAGANZA SHOW DOPE.

Of every officer and enlisted man of this command we respectfully ask the following co-operation relative to helping the Speedway boys make a success of their latest undertaking.

Be sure and do not make an engagement for Wednesday night, DECEMBER 18TH. We want you to attend your show at the Murat Theatre on that night.

Buy and sell as many tickets as you possibly can. Talk it to your friends and be sure to sell each of them no less than four tickets. The larger the house attendance the greater success our show will be. Let's all get busy.

A few points in regard to the show proper. We are going to achieve something and we are going to put this show on just right and put it on big. Why? Because the show is cleverly written. We are employing and have good material to work with. We have good talent, good jokes, snappy songs, lots of pep and everything that goes to put on a good show.

Again, gentlemen, we ask you for your co-operation because this show is your show and we as amateur actors are only working for you. We will do the work if you will sell the tickets and bring home the bacon. Let's all pull together, all for one and one for all.

Many thanks in advance for your help.

Yours for Success!

SHOW COMMITTEE.

# *Eight Planes From Cleveland Stop For Night at Speedway*

Flying from Cleveland, O., enroute to Chanute Field, Rantoul, Ill., eight Curtiss ariplanes in battle formation passed over Indianapolis late Sunday afternoon, landing at the Speedway. The airplanes had been taking part in a government war exposition at Cleveland.

The aviators, who spent the night at Hotel Severin, left for Rantoul Monday morning. The men who landed were Lieut. C. M. Leonard, Lieut. F. M. Byerly, Lieut. R. E. Miller, Lieut. J. W. Welsh, Lieut. E. R. Southee, Lieut. W. H. Clark, Lieut. H. M. Miers, Civilian Instructor William Diehl, Capt. T. F. Bridgeman, surgeon of the air force, and Mechanicians McGowan, Hinkle, Sample and Drozinsky. At Dayton on Saturday morning, Lieut. Ingels, a member of the party, had an accident with his ship which broke both his arms.

Lieut. Southee wore a vicious looking freshly healed wound over his temple, received in a "nose dive" at Houston, Texas. Ten machines left Cleveland for the homeward trip, but an accident at Marion, O., put two out of commission. The air fleet passed over the north part of the city to the Speedway and hundreds witnessed their passage.

The airmen ordered 150 gallons of gasoline delivered at the Speedway Monday morning.

# GOVERNMENT TO MAKE USE OF AIR SERVICE

Plans are now being drawn by the Air Force which will put this complicated machinery of war on a peace basis and set its energies to practical work for various branches of the Government. Informal conferences have already been held with representatives of the Coast and Geodetic Survey, Forestry Bureau, Weather Bureau, Post Office Department, and others, with a view to estimating the extent of air operations in each.

These plans will utilize the planes, available trained pilots and every mechanic of the Air Service of the Army in the United States. It is believed that a large percentage, if not all of the present strength of the Air Force now on the lines in France, will be used in the patroling incidental to necessary work in the occupied zone and that this will preclude using any of this force in the plans now making on this side of the Atlantic.

In drawing up these plans, officers engaged in the work are taking into consideration the fact that the Government, through the Army, Navy, and Marine Corps, practically controls the manufacture of planes, the training of pilots, and the building and equipping of flying fields and airdromes; also that the credit for what progress has been made in aviation in the United States rests with the air forces as now constituted and that it would be doubtful economy to endanger any of the progress thus made by demobilizing this force and scrapping its equipment.

It is also known that the European powers who have made even more wonderful strides in aviation than the United States, intend to maintain their air forces if only for experimental and development purposes, in order to get the greatest possible efficiency out of airplanes for the benefit of the general public. With these powers forging ahead in the development of this science abroad, Army and Navy officers are confident that the United States will not want to be found lagging.

So far the present plans for putting the Air Force to practical every day work on a peace basis and at the same time making it possible for the United States to win and maintain the air supremacy, will include a number of activities. The aerial coast defense stations which were temporarily established here in this country during July, and which materially hampered the German submarine operations off our coast, will undoubtedly be extended and the stations rapidly converted into permanent posts.

Plans for the defense of Panama and the United States insular possessions have also been developed and the carrying out of these plans will call for the use of a considerable number of planes, balloons, and pilots for each.

One interesting development, which may be mentioned specifically at this time, comes from a request from Alaska for air squadrons for an emergency survey of the dangerous Alaskan coast line and certain adjoining sections of the country.

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# SQUADRON NOTES

### 809.

In making up this page of squadron notes the editor was surprised to discover that 809 had not handed in one line of copy. This looks like Gold Bricking, but it may be that the Squadron has had nothing on the past week. This rest ought to make them come across big next Saturday.

### 810.

We are glad to have been visited by some of our more fortunate friends who were once with us: Lieut. Pierstoff and Bruce C. Keeton, from the Officers' Training School at Camp Taylor; Garret L. Jordan, from the Ground School at the University of Illinois.

Glad to see Baldy McNabb again among those present, he having had a several months' vacation, both at Fort Ben and at his home. Just ask him about his skill in obtaining immediate furloughs and the use of the bayonet.

"Cereal" Walsh, being so unfortunate as to have lost his former job (to a woman) has decided to make a transcontinental trip in his Packard, and has invited his friend Statts to accompany him as a companion.

"Chief Myers"—singing "Wait Till the Sun Shines, Nellie," indulges in daily pugilistic and dancing exercises, much to the annoyance of the spectators.

Breese "Flap Jack" visits Brownsburg at strange hours—he won't sleep in the interurban again.

Pappas is looking for a new job in civilian life. He prefers one of sweeping cob-webs off the sky from an airplane, it being in line with his training here.

Bracken and Waters have been indulging in a chewing contest. At present Waters leads as he still possesses the chewing.

Jack Keith, "Daddy of the Guards," sees many strange sights at the gate. Ask him about Case.

Corp. Bruce has returned from a ten-day furlough. Bet the fair ones at home are lonesome now.

Arkansas Glenn must have a terrible crime on his conscience from the noises he makes in his sleep.

Dutch Hoogterp has an awful time keeping out of the way of other fellow's shoes.

Bill Deschene mourns the loss of his harem. Advise you to keep them separated after this, Bill.

Just a little information from Houchins. Why do you use green pepper in Mags.?

"Nose-Peek Hart-up" has returned from the hospital for another short stay with us.

Private R. D. Massie has returned from a ten-day furlough, having been called to his home at Lynchburg, Va., on account of the illness of his father.

Broader, first in and last out (of the mess-hall at least). Wonder what he does to get such an appetite?

### 811.

Mrs. Wilbur T. Emerson, who has been visiting her husband, commanding officer of 811, has returned to her home after a three weeks' visit.

Corporal J. R. Peak received a fifteen-day furlough to visit his home in Kentucky.

We are all glad to see Corporal Wagner with us again. We don't know what they did to him at Fort Ben, but he had the same old smile on his face when he came to mess and called for more "stew."

Lieutenant Wesley Gadd, who received a commission as Second Lieutenant at the Artillery Officers' Training School, West Point, Ky., and was placed in the reserve, paid Lieut. Emerson a short visit while enroute to his home in Philadelphia. Lieut. Gadd was accompanied by his father, Dr. Gadd, a prominent physician of Philadelphia.

Much to the surprise of everybody in 811 Squadron, it was learned last Friday that Sergeant Stokes E. Brown "took unto himself, for better or for worse," one of the fair sex. He was married to Miss Crum, at the home of Mrs. L. L. Hawkins, 2408 North Capitol Ave., Rev. George S. Henninger officiating. We wish to congratulate Sergeant Brown and his wife and extend to them our best wishes. We are all very anxious to see the lady and are sure that the next time Lieut. Emerson is Officer of the Day there will be no difficulty in granting our wish. Those of us who do not smoke Robert Burns or any of the other good cigars will certainly enjoy Pall Mall cigarettes or some equally excellent brand. We can not be too particular when a man is so good as to treat the Squadron.

We noticed Sergeant Segerstrom starting out Saturday all dolled up in a new suit and "dressed to kill." Come out with it, Seegie, who is the girl?

### 821.

When the boys get the order "Stop where you are," they don't know whether they are going to get a discharge or the clean up squad for a week.

Top Sergeant Loyd says that if turning on the lights wont get them out, that the clean up squads will.

Mess Sergeant Scott wants a furlough. The boys are wondering when he got back off the one he took when he was made Mess Sergeant.

Scott says that he will not serve anything that can be carried in the pockets on the day of the minstrel show.

Sergeant Goar says he is going to take the "Follies" out. We are wondering who will bring them back.

The girls call now and ask for Sammie Fink instead of Samuel Finklestein.

Who is a "Fink"? Sam.

For the last few days there has been no living with Sergeant Rhodes. He bit the Top Sergeant Loyd on the ear, and the "Top" says that his hair is turning gray from it.

Norman Metcalf has been discharged and left for "Home, Sweet Home." He was in ground school and will continue in that line of work next spring. Pushing a plow for father.

Private Shumaker went to Crawfordsville to get the "flu." He says that the best thing that you can buy in that town is a ticket out.

Sergeant Geib has returned from a ten day furlough. He says that Doug. Fairbanks is not the only man that can come up smiling.

Our tailor and barber are good at their trades, even if they don't work at them. Yes, Pendry is acting out.

Sergeant Hall is doing very little work in the office these days. He received a picture of his best girl from home.

The "Gold Bricks" are not so plentiful now since they added a story to the guard house. Still every one is wondering what Markum will do when the fruit season is over. Sergeant Fishbein says that the fourteen baskets cost more than the fruit. But we dont know. Ask Martin. He knows.

Rookies of 821 didn't know when Pay Call was blown Wednesday, but thought it was Reveille March. Leave it to the "Old Timers" from Kelly Field to tell you when they hear that call. It is short but sweet.

We are glad to see "Nig" Henry back with us after his slight operation.

The many men in the Minstrel Show had plenty of time to rehearse during last Saturday afternoon and Sunday morning, as they were put on the stay in list. We should have some pretty finished actors when the Minstrels are put on, as they have had plenty of time for rehearsals.

The barracks of 821 should be kept pretty clean from now on with the number of men who are assigned permanently to the "morning clean up squads." Frank Woods has decided to go into the cleaning business after he gets his discharge, from the amount of experience he has had.

Al. Stedtfeldt is going into the milk business after he gets his "walking papers." Ask him what he is going to name his dairy.

Many platinum bricks are beginning to take the place of the "Gold Bricks" in 821. New officers will have to be elected shortly. Vote for "Darby."

M. S. E. Krueger, the M. P. of the North Barracks, has been presented with a badge to wear while on duty in the barracks. Who will donate a can of metal polish to keep this badge brightly polished so that it can be distinguished after lights are out?

Y M C A—

A SAMPLE FROM THE "SPEEDWAY FOLLIES" (Murat Theater, Dec. 18).

## QUARTERMASTER

The Q. M. boys wish to express their appreciation and thanks to the Red Cross of Indianapolis for the fine comforters they have donated to us.

We have heard that Cadet Walter J. Klenk, one of our boys who entered the Artillery Officers' Training Camp at Camp Taylor, is seriously ill. The boys all wish him a speedy recovery.

Sgt. "Scrap" Oldham and Corp. "Rags" Moulder have found themselves new sleeping quarters amongst the junk in the Reclamation Warehouse. We think that they ought to be reclaimed now that the war is over.

Outside of Finance, Subsistence and Clothing men in our detachment, we have bowlers, actors, basket-ball players and aviators.

### CAMPS

*There are camps that are quite pretty,*
*There are camps that have a rep.—*
*There are camps that have won all glories*
*And there's a camp we'll not soon forget,*
*There are camps that have drilled many thousands*
*Like the crowds in the Kelly Field sands,*
*But the camp that I will praise the highest*
*Is the Speedway Camp, I love best.*
*—H. P. P.*

(This may not be poetry, but as long as the boy feels that way, we'll let it pass.—Editor.)

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# ENGINEERING DEPARTMENT

## ENGINEERING OFFICE

Actor Haynie left on a furlough. How will the "Follies" go on without him?

Shumaker, our orderly, left last Saturday for a visit to his home town, but has not returned as yet. We understand he is rather indisposed and hope he will be with us shortly.

"Flyer" Saul Blaustein flew into the office the early part of the week, bumped up against Crooks, and flew right out again. Now he is manicuring cylinders in the Engine Repair.

Do you want the latest dope as to when you will be discharged? Ask Wells. Fresh "dope" straight from Headquarters, every hour.

Did you notice the smile on Crooks' face lately? And when he gets a certain letter—no power on earth can make him do anything until same is thoroughly read.

Crump says: "If every one in this Post were just like me, what kind of a place would this Post be?"

Machinists beware. Rex Thomas is now in the Drafting Room, and between Sergeant Becker and him, there will be some fine new-fangled ideas developed.

## CONCERNING CONSERVATION

A needle and thread will double the life of your clothing—IF USED.

*Now I lay me down to sleep,*
*I pray the Lord my soul to keep,*
*And grant, Lord, that no cut-up take*
*My shoes and socks before I wake.*

*General Conservation's come to our camp to stay,*
*To save our scraps, patch up our clothes, and haul our junk away.*
*I yearn to lead a wasteful life, but I don't dare, cause, gee!*
*Old General Conservation's got his awful eye on me!*

"Men will win the war"—"Ships will win the war"—"Food will win the war"—"Labor will win the war"—"Conservation will win the war"—well, they DID!

The war is won. The German goose-step has given way to the Foch trot, and everybody's happy.

You men probably have a bit of regret mixed with your happiness, the regret of not having been there personally to see that things were properly wound up. It is certainly discouraging to be all nerved up to rush down and capture a burglar and arrive on the scene to find the police have him neatly shackled. However, there's no use in feeling useless these days, for the door of service, far from being labeled "Closed since Nov. 11," is wider open than ever.

And not the least of the ways of service is conservation.

Conservation? You know conservation. It used to be "Conserve to help win the war." Now it is "Conserve to help pay the cost of victory." The need of it remains the same. For Uncle Sam now that the war is over, can not sit peacefully back in his easy chair and take a well deserved rest. No. Now is the time above all others when he must not relax a moment.

The expenses of war do not cease with the firing of guns. The money must go now, not for *destruction*, but for *reconstruction*. More than 120,000,000 men, women, and children of our Allies are now dependent wholly or in part on America for food to keep them alive. Uncle Sam must play dinner host to all of Europe—even to the latest guest—all-powerful and all-hungry Germany herself!

Our army of 2,000,000 men in France has not magically dissolved at the first breath of peace. It is still in France, not fighting, but working, guarding regained territory, helping in the great task of rebuilding a country ravaged and plundered by war. This army must still have the best that America can provide in the way of clothing, food and equipment, as must also the other army of over a million men in this country, men like yourselves who were willing to serve actively, but whose services were not required in that form. The nation is glad and eager to do all in its power to express its deep gratitude.

But that nation's expenses right now are going on at the rate of one and a half billions of dollars a month. Another Liberty Loan is looming on the horizon and taxes run merrily along, war or no war. Is it fair to impose any more than is absolutely necessary on your Government at this time of all times?

Waste is one enemy that cannot be made to sign an armistice. It is fighting all the time, slyly, alertly, day and night, not in a spectacular manner, but quietly and insiduously. Every army camp in the country that does not take active arms against it had better mobilize at once. Uncle Sam may not need you to fight for him, but he does need you to save for him. Save food. Take what you need on your plate, and no more. The doctrine of the clean plate is still fashionable. Save clothing by taking care of what you have. Needles, thread, shoe brushes, soap and water may not be impressive weapons with which to fight, but they turn the trick. Save lights—turn 'em off when they are not in actual use. Save everything that you possibly can.

No need of Conservation now? More need than ever!

### ROOKIE SONG.

A rookie arrived at Camp Devens,
And looking around, "Why good heavens,
What a planner," said he,
"Uncle Sammy must be;
Nothing here is at sixes and sevens."

When he drew out his clothes in the issue,
He swore to his pal they were tissue.
"They're the regular stuff,"
Growled his chum in a huff;
"Stop you yap, you poor fish, or they'll dish you."

When he dined off of dishes aluminum,
He seemed to find nothing but gloom in 'em;
"That's the real army feed,
Lots more beans than you need;"
Said his pal, "Cut your cussin' and bloomin' 'em."

When you're longing for fancy cut-glasses,
And real sugar instead of molasses,
Remember your job—
Not to swill like a slob,
Conserve, kid, and feed Europe's masses.

"Well," sighed the rook, swabbing his dishes,
"The moral is, 'Swallow your wishes;'
Don't snivel and slam
At old Uncle Sam,
If you rock the boat you'll feed the fishes."

## AIR SERVICE TROOPS BACK FROM EUROPE

The S. S. Mauretania sailed from Liverpool at 4 p. m. on November 25 for New York, arriving at Gravesend Bay at 7:40 o'clock Sunday night, with the following troops:

| | Officers | Enlisted Men |
|---|---|---|
| 330th Aero Squadron | 2 | 132 |
| 367th Aero Squadron | 3 | 118 |
| 5th Const. Co., Air Service | 3 | 222 |
| 309th Aero Squadron | 3 | 125 |
| 167th Aero Squadron | 2 | 169 |
| 187th Aero Squadron | 3 | 150 |
| 225th Aero Squadron | 2 | 127 |
| 226th Aero Squadron | 4 | 176 |
| 267th Aero Squadron | 3 | 145 |
| 308th Aero Squadron | 5 | 142 |
| 305th Aero Squadron | 2 | 173 |
| 316th Aero Squadron | 3 | 138 |
| 310th Aero Squadron | 2 | 166 |
| 321st Aero Squadron | 3 | 137 |
| 216th Aero Squadron | 3 | 191 |
| 268th Aero Squadron | 2 | 140 |
| Radio Detachment | 1 | 45 |
| 325th Aero Squadron | 3 | 119 |
| 319th Aero Squadron | 3 | 131 |
| 331st Aero Squadron | 2 | 118 |
| 188th Aero Squadron | 2 | 139 |
| 156th Aero Squadron | 3 | 156 |
| 317th Aero Squadron | 2 | 143 |
| 333rd Aero Squadron | 3 | 137 |
| 228th Aero Squadron | 3 | 136 |
| 339th Aero Squadron | 4 | 128 |
| Casuals | 76 | 1 |
| Casuals; sick and wounded | 8 | 107 |
| Casuals | 1 | 4 |
| Medical Detachment | 9 | 18 |
| Total | 165 | 3834 |

# LIEUT. A. C. GOODRICH
## ASSISTANT ADJUTANT

(Explanation — The editor of the *SPEEDWAY DOPE* informs me that copy is going to press immediately, that he must have some officer's photograph, and as I am the nearest officer to the editorial room and have a photograph, here goes. I am complying with his request, as he gives me the privilege of publishing this explanation.)

Lieutenant Goodrich received his commission as 2nd Lieutenant, A. S., S. C., April 26th, 1918, at S. M. A., Mass. Inst. of Technology. He entered the army as a private July 26th, 1917, and saw three months "foreign" service at Kelly Field under Sergeant Donahue and the remaining time at the Bay State front, and then at the Indianapolis front, Speedway sector.

Two years at the Iowa State College and University of Illinois in Animal Husbandry and Mechanical Engineering preceded his courses in Commerce and Administration at the University of Chicago, from which he graduated in 1912. He spent seven years in manufacturing and banking before entering the service.

Lieutenant Goodrich was fortunate to be chosen by Major Gearhart to size up men as they came to the station and report this information to the Engineer Officer. Recently Capt. Laughlin has depended on Lieutenant Goodrich for the same kind of information regarding qualifications of officers as new officers reported to the station for further training. About July 15, 1918, he was recommended for overseas duty, but like many others will never be able to wear a Sam Brown belt. On August 1st, 1918, Lieutenant Goodrich was assigned as Assistant Adjutant after he had received experience in all the departments at this depot and had become familiar with administration duties.


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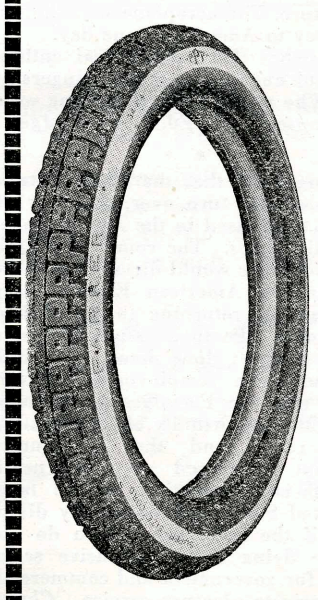

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# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Speedway, Ind. Telephone Belmont 1700.

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---------Reporter Engineers Office
SGT. 1ST CL. NORTON A. FISCHBEIN
----------Reporter Aero Supply
SGT. DON CURLY-----Sporting Editor


Now that the boys are coming home from abroad, our own boys at the Speedway are naturally anxious about getting home and back to their occupations in civil life again. Many of them left important positions to enter the army, and now that the "big job" is done, they want to take up their former work.

* * *

We suggest that this is no time to begin to lose interest in your aircraft work. True enough, the war seems to be over, but if there is one thing that this war has demonstrated above all others, it is that the modern aircraft is more than either a rich man's toy or a county fair exhibition medium. Beyond any question, one year hence will see government mail routes established all over the country for the delivery of special classes of mail at a rate of postage based on the time service of delivery and the cost of furnishing it.

And no rule is truer than that "familiarity breeds contempt." As this mail service becomes common the natural fear of the air trip on the part of the uninitiated will disappear, and regular passenger service will certainly follow. Mr. Busyman, of Chicago, has a directors' meeting some afternoon in St. Louis, and his wife breaks the news to him that morning that she has made an engagement for him to attend the opera that evening, with a congenial party at the Blackstone as a sequence. What will be simpler than calling up the hangar that is advertising St. Louis service, jumping on the elevated and running out to the landing station, and whizzing away to St. Louis to keep his engagement and back for the theatre that evening?

A baby is dying with diphtheria at South Bend. The best time between Indianapolis and South Bend by rail is six hours. But the doctor calls up his pharmaceutical house at Indianapolis. In fifteen minutes the antitoxin is speeding north, and in one hour from the time of the order the treatment is being administered and the baby is saved. And think of calling up your best girl some morning, and this conversation ensues: "Say, Bess, the boss says I may have the machine today. Let's slip down to Corydon and see Myrtle this afternoon. The county fair is on there, and it's some fair. Tell your Ma we'll be back by eight o'clock." If you have ever tried to get from Indianapolis to Corydon by rail you will understand what we mean. Get yourselves in readiness for the most up-to-date commercial transportation that the world knows. And repair shops will continue to operate.

* * *

At the very outset of the war President Wilson struck the very highest note in proclaiming that the world must be made safe for democracy. This was American Idealism such as the founders of the United States implanted in tne Declaration of Independence and in the hearts and consciences of the American people. He expounded nothing new; it was simply applying Americanism to a world problem. It won him at once the sympathy and confidence of his fellow citizens and the people of the Allied nations. The President is now on his way to Europe to take part in the most important peace conference ever held in the history of the world, the result of which is too important to the peace and happiness of the world for small politics and discussions to be considered. He has already made a clear statement of the principles that he will take to the peace conference.

### PLANE THAT CARRIES FORTY PASSENGERS

Recently a huge Handley Page air cruiser took forty passengers over the city of London. It is powered with four Rolls-Royce or Liberty motors, and can carry more fuel and useful load than would be required to cross the Atlantic. This machine was built to bomb Berlin in the spring, but now will be used by Mr. Handley Page in the attempt to make the trip across the Atlantic. It is thought among men in the aeronautical circles that this feat, considered possible by many but not probable for some years to come, is an event that will take place within a few months.

* * *

One very good result of the war is that the United States Government now has an accurate set of account books. Through War, Navy and Labor Departments it has registered something like thirty million men—in most cases with details as to their ability, occupation, dependents, and in many cases, physical examinations. It has a line on its resources, food, coal, copper, steel, etc., that it never thought of undertaking before. The Treasury Department has a much more complete knowledge of income than ever before. The government itself has gone into ship-building, and railroad, telegraph and telephone operation. In fact there is hardly an agency in the government that has not been brought into close touch with the national life. This is a big advantage and should bring more intelligent legislation in the future.

* * *

For several years the advertising columns of newspapers and magazines have been carrying the advertisements of concerns who are selling personal efficiency correspondence courses. But what man who has served any length of time at all in the army will need any more training than what he has already received in learning how to dress in the morning with the greatest possible saving of time? Who ever dreamed that he could drop both feet to the floor at the first sound of reveille and dress and wash in ten minutes and be on the line before the "top" gave the command "fall in"? Some have it down so fine that they steal several minutes out of that ten and get along fine that way until some morning they overestimate the amount of time they are taking. "It's a gay life if you don't weaken."

* * *

### MR. HANDLEY PAGE'S VIEWS

Mr. Handley Page, in an article contributed to *Overseas*, speaks of the future in store for aerial transport.

"The great improvements recently made in the big machines," he states, "have rendered commercial transport a practical possibility. It will be possible to carry mails and passengers at a rate which compares very favorably with railway and steamship charges. As to danger, it will be infinitesimal when war conditions are removed, and certainly no greater than when traveling either by railway, motor, or steamship." Mr. Page points out that it would be possible to deliver a letter to America by aeroplane as quickly as a deferred telegram, and that documents could also be sent for signature. The aeroplane will shorten the journey to America to one day.

(One wishes that aeronautical enthusiasts would not underrate the dangers of flying. Who would hunt, if hunting were a safe amusement?—Ed.)—*Aerial Age.*

* * *

It is suggested that the United States War Department turn over, at once, 500 airplanes to be used in the establishment of air mail routes. The commonest kind of common sense would dictate that those airmen in the American Expeditionary Force who, on returning to the United States, would like to be employed in a vocation which they have mastered, should be given employment. Never, perhaps, will the Postoffice Department have a better opportunity of inaugurating air mail routes, and the opportunity should not be missed through negligence, official obstruction, or red tape. The United States will be greatly disappointed if the returning airmen do not introduce flying on an extensive scale, not only for government and commercial, but for private pleasure service.—*Christian Science Montor.*

## Autobiography of a "Warehouse Rat"

### PART FIVE

(By "Gus")

I ain't going to tell you about that picnic, for one of the fellows who went along already knew how to swim and asked me to drop the whole matter, which I do gladly.

I felt bum one day in July, and at noon decided to go down to the hospital and get my allowance of C. C.'s. I started down the street, but saw a group of officers drilling. I took up a favorable position on the edge of the oat field, known as lawn, to see them step. They did "to the rear, march," "by the right and left flank," then halted. They faced right and left a few times, then undertook the intricate and difficult job of about face. I always did have my suspicions that some of our officers came from foreign countries where they drive to the left. Well, just six out of fourteen made a good "About face" to the right. The rest went left. They may not be foreign born, but I'll bet some were naturalized in Missouri.

I was glad they did not try any of the real difficult things like "squads right" or "column half left." One thing they did try was double time. I laughed so much at the medical staff and the Post Exchange staff doing double time that I did not need the C. C.'s and was back in the warehouse on time.

One of the big things at the Aviation Repair Depot is the Saturday parades. We gobble the week-end portion of beans and Orleans molasses, shine our shoes, plaster down our hair, and then fall out. The band plays the Dead March from Saul, and we get through the gate without showing our passes.

One day we were all lined up nice and straight, but the Engineer Officer in charge did not know it. He looked down the front of the front rank and said, "back a little in the center," then he looked down the back of the front rank and shouted, "Up a little in the center." Poor McMurtry, every time he gets lined up in the squadron, the officer in charge sees him from both sides of the rank and no command from an officer can align him both front and rear. There's so much of him!

We used to ask which squadron had the straightest line while passing the reviewing officer. That has been discontinued due to a shortage of officers who are skilled in reading contour lines on topographical maps or wind lines on the storm maps put out by the government. The Q. M. detachment probably had the best line in the last parade. Seven men marched in the medical section of the last parade and their line looked a contour getting through the Ozarks. Next time they intend to win the honors of the day, but I believe that if they have over one man in line, their chances will be slim. Those Q. M.'s can march straighter than two M. D.'s.

I am always short of space. The editor of this paper does not feel the real importance of this story like I do. Now this time I wanted to tell you about the pistol practice some of the officers had. I was nervous all day for I heard one of them say that he had not shot his pistol since 1893. That editor always does keep me from telling the interesting things.


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## CAPTAIN BARTLETT PLANNING FLIGHT ACROSS NORTH POLE

Capt. Robert A. Bartlett is making plans to fly in an aeroplane across the North Pole. He believes he can do it with ease, plant the American flag there and continue his flight on into Asia. He will start on his air trip from Etah, Greenland, and after reaching the pole will fly to Cape Cheluskin, Asia.

Captain Bartlett and some other members of the Aero Club of America look upon the fact as certain of accomplishment. The Captain is now an officer in the United States Army, and if he is not mustered out by July he will obtain an indefinite leave, for it is then that he expects to make the flight. He was with Admiral Perry on his famous dash for the pole, and he is conversant with conditions in the Arctic regions.

In the most matter of fact way he explained to a reporter for *The Sun* recently how he expects to reach the pole. All of his plans are made except that of the aeroplane to be used.

"We could take off in the plane from Etah and fly to the pole, which is 700 miles distant, land there for a very brief survey and observation, plant the American flag on the spot our scientific instruments indicate as the pole, ascend again and continue for another 700 miles and land in Cape Cheluskin," he said. "It would mean a broken flight of 1,400 miles. Gasoline is the only consideration. If I can get a speedy engine with broad planes for the rarefied atmosphere I can make the trip as surely as you will make the trip to your office in the subway."

"How are you going to adjust your carbureter to this intense cold and rare atmosphere?" he was asked.

"I won't adjust it. It isn't necessary. After we leave Etah the air will be cold and probably rare if we fly high, but as we near the pole it will become warmer."

"You know that flowers bloom at the pole, wilt and die and fall in the water, float south and encounter the ice and are frozen in. We often find flowers from the pole frozen in. It is a well-known fact that the ground around the pole and the pole itself is covered with vegetable growth. And, by the way, it is as level as Mineola field. We won't have any trouble landing there."

"How high will you have to fly?"

"A thousand feet, maybe more. It depends upon atmospheric conditions and the chemical action of salt water; maybe we'll have to get up a bit after all, but it will not affect the machine."

"How long will it take?"

"Roughly estimating, the first flight will not take more than six hours before we reach the pole. We will stay there long enough to be sure that it is the pole as recorded by the instruments and compass, take a survey of surroundings and note the conditions of the terrain, atmosphere, growth and other things that will be extremely interesting to science.

"Then we will crawl into the old bus and fly away to Cape Cheluskin. This, as the trip to the pole, will be a continuous flight and we'll land all safe and sound there. It will be an easy matter to make our way back to the United States.

"It will take a season to make the trip. We will fit out the expedition and go by ship to Etah. It is a simple matter to assemble the plane and tune her up for the flight. Then we'll take off and garner glory for America in America's progressive way, reaching the pole by air," he concluded decisively.

Captain Bartlett will have any number of planes to select from and many of them are now under consideration. Bernard Sanders, of the club's legal committee, is assisting Captain Bartlett in making arrangements.

Gianni Caperoni, the famous Italian aviator, has under consideration the construction of an 18,000 horse-power plane which will be capable of carrying a considerable number of passengers. Planes of 5,000 horse-power also are being designed.—*Aerial Age.*

## MOOSE PUMPKIN PIE DANCE

Indianapolis Lodge No. 17, Loyal Order of Moose, have issued an invitation to the soldiers of the Indianapolis Cantonments to be their guests at a pumpkin Pie Dance, to be held in Tomlinson Hall on the evening of December 7th.

There are now nearly one hundred thousand of the members of this Order in the service, and the subordinate lodges all over the country are trying their best to make the life of all soldiers as much easier as they can, and therefore the Indianapolis Moose and their lady folks are going to see that every one of Uncle Sam's men who appear in uniform on December 7th at the Pie Dance will have a time which they will remember for a long time.

The wives of the Moose are preparing now for the satisfying of the pumpkin pie appetites of the boys, and they advise you not to eat any of this sort of confection for at least a week before the dance.

A five-piece orchestra will be provided, and you will have to dance whether you know how or not. This invitation also includes your best girl, so bring her along.

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PLUMBING, HEATING, SEWERAGE AND WATER SUPPLY SYSTEMS FOR THE AVIATION REPAIR DEPOT
*Speedway, Ind.*

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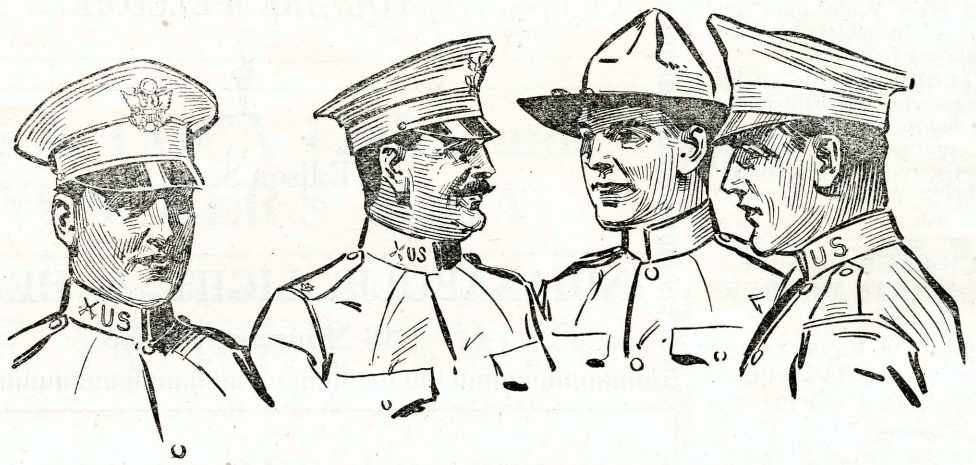

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*Men located at the Speedway will be given the same service as is rendered in the 30 camps and cantonments throughout the United States where Kahn Uniforms are being sold to-day at the Wholesale Prices—which means a big saving.*

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OF-INDIANAPOLIS

Sold At
Kahn Building,
Washington and
Meridian Sts.

Tailored at
Kahn Factory,
St. Clair St. and
Capitol Ave.

## TALE SPINS

"Fatty" Kennard is getting a little worried lately as he has just heard about the ruling that all must pass the physical examination before they will receive their discharge. He's afraid he will be overweight and cannot get out. Better cut down on the eats, "Fat."

Top (in great rage)—"What the H—— you putting that stuff in there for?"

Buck Private—"Lieutenant's orders, Top."

Top (in complete change of tone)—"Good idea, isn't it?"

A burly Irishman was brought into a base hospital pretty well "shot up." After giving his name, the doctor asked him: "You're an Irishman?"

"Half of me, sir," he replied.

"Half of you?" asked the doctor in surprise, "and what's the other half?"

"German, sir," was the reply. "German shrapnel, bits of iron, and holes."—*Harrisonite.*

First Class Private Showers, of 821, was asked by friends down town how much he earned. He replied that he earned one hundred dollars a month. His friends were greatly astonished that he should get as much as a K. P. until he informed them that he only got thirty-three, though.

## PERSONNEL OFFICE DICTIONARY

FURLOUGH—A piece of paper granting a soldier leave to attend his grandmother's funeral.

FILE CLERK—The man who puts the office papers away and forgets where he puts 'em.

TYPEWRITER—A printing machine used in the Personnel Office, also other offices throughout the school, for writing letters to the folks back home.

WASTE PAPER BASKET—Something aimed at but seldom hit.

CUSPIDOR—See Waste Paper Basket.

ROSTER—A list of names and numbers gotten out every Wednesday; used for the purpose of introducing enlisted men to their Student Captains.

SERVICE RECORD—A little booklet made out upon entering the Military Service and forwarded to every post you are transferred to, putting your new boss wise to what you were, what you are, and what you probably will be.—*The Propeller.*

## AIR SERVICE CLUB WANTS MEMBERS

### Present Officers Are Pioneers and Should Continue to Be Identified With This Branch.

Officials of the Air Service Clubs' Association are urging every officer in the Air Service to become members of this organization with a view of keeping up the interest in the aviation of peace times and taking a leading part in the future development of military aeronautics.

The officials are pointing out to officers in the service that they are the pioneers in this mode of warfare and as such should continue to be prominently identified with the subsequent growth of this branch of the army. In no other way can this be better accomplished, in the opinion of the organizers of the Association, than through the medium of a club.

Officers are being appointed in every field in the United States and abroad to take charge of a membership campaign and already the enrollment cards are being received at the headquarters in Washington. It is planned to reach the officers individually in order to discuss with them the various points in connection with the Association.

Articles of incorporation of the Air Service Clubs' Association were filed on November 27, 1918, in the District of Columbia. The incorporators were Major General W. L. Kenly, Col. Gerald C. Brant, Col. M. F. Davis, Col. George H. Crabtree, Col. A. L. Fuller, Lieut. Col. Benjamin F. Castle, Major John H. Packard and Lieutenant Tom Poe.

## BASKET BALL SEASON OPENS—LOTS OF PEP

A Post Basket Ball team has been organized and played its first game Friday night with the Lauter Memorial Club quintette. We are not able to give the results of this game, as the paper went to press Friday night, but undoubtedly our team will make a good showing and come home with the best end of the score, for they have a good bunch to pick from.

Following are some of the men who are trying out for the regular first team: Lieutenant E. W. Hamman, George and Walter Oerding, Hyman Price, Carl H. Hawkins, Ralph Schriver, James B. Fallon, Lieut. Capelle, James J. Stafford, Willard L. Myers and Ralph F. Fisher.

These enthusiasts are practicing about two or three nights a week, have twelve new uniforms and are fixing up to put the Speedway on the map in basket ball.

Miss Florence Parsons, who has been indisposed for a week or more, returned to her work as stenographer in the Sergeant-Major's office, Wednesday. She was accused of having had the "flu," but denies the report.

## ORGANIZING STAFF OF AERONAUTICAL MAGAZINE

The staff of the *Aeronautical Magazine* which the Air Service Clubs' Association aims to publish is being organized rapidly. At present the staff consists of Captain Earl N. Findley, A. S. A., formerly of the New York *Times;* Lieut. Tom Poe, A. S., A., former editor of the Kelly Field *Eagle,* and at one time attached to the Arkansas *Gazette;* Lieut. Carl H. Butman, A. S.. A., recently of the News Division of the Committee on Public Information and an aviation magazine, and Jesse S. Butcher, recently connected with the New York *Times.* Additions will be made to the staff as the work develops. Estimates for the publication of the magazine have been received and the detailed plans as to style and size, are now being worked out. While contributions cannot be said to have begun to flow in very heavily, some have already been received from active members of the Association in the field.


# To the Soldier Boys Stationed at the Aviation Repair Depot

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

*YOU ARE WELCOME*

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"THE EAGLESFIELD MOULDER"

"Completely Motor Driven."

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43 South Meridian Street


## SPORTS

By DON CURLEY.

## SPEEDWAY TO CHALLENGE GREAT LAKES JACKIES

Lieut. Snee, Athletic Director of this Post, will send a challenge to the Great Lakes Naval Training Station with the intention of promoting a boxing tournament between Great Lakes and the Speedway in the near future. The Great Lakes have a lineup of some of the best boxers in the country, including Cal Delaney, Ritchie Mitchell and Pat Moore. The Speedway boxers will sure have to work hard if they bring home the bacon from such a fistic carnival.

Curley is keeping his boxers in condition in hopes that such a tournament can be arranged. Rosengarten's old rival, Stewart Donelly, is stationed at the Great Lakes, and in the event a tournament is arranged, these two would probably be matched again.

## SWIMMING NOTES

Coach Jordan, of the Y. M. C. A. in Indianapolis, has organized a swimming team with the intention of holding a swimming meet in the "Y' pool every month. The first meet will be held New Year's Eve, and all soldiers from the Speedway are cordially invited to attend.

Coach Jordan has a lineup of many good men, among them some of the fastest short distance swimmers in the state.

Efforts will be made by Norman E. Darby to secure a match between the Independent Athletic Club and the Y. M. C. A. for New Year's Eve. Darby is acting as coach of the I. A. C. swimmers in the absence of Will S. Merriam, and is now at work organizing a good team to compete with the Y. M. C. A., Cincinnati Gym and Athletic Club, the University of Cincinnati and Illinois University teams.

Darby has had several years' experience in the swimming game and holds many Central A. A. U. records. He should be able to arrange a strong lineup of swimmers from the I. A. C., from which the above mentioned clubs would have a hard time winning. Henry Churchman, who holds the tank record of the I. A. C. for the 100-yard free style, won in 1:03, is a possible entry for the dash events to be held at the "Y." Johnny Moore, considered the best middle distance swimmer at the Culver Military Academy, and Billy Roache, from Indiana University, will also swim. Moore will be entered in the 150-yard back stroke, and Roache in the 150-yard breast stroke. Darby as an all star will enter every event that he can possibly swim, with a short rest between swims.

Following is a partial list of the records our swimmer from 821 holds: One mile, open water, 26:15; 100 yards, 1:00; 50 yards, :26 2-5; 220 yards, 2:40 1-5; 440 yards, 6:00; 880 yards, 14:00 3-5; Central A. A. U. Records: 100 yards, 1 minute flat; National Interscholastic 220 yard swim at Northwestern University, time, 2:42. Six mile Ohio River Championship at Cincinnati in 1916, time 3 hours 56 minutes. Annual Mississippi 10 mile Championship in 1916, fourth place. This race was won by Michael McDermot, of the Illinois A. C.; Duke Kahanamoku, of Honolulu, won second; Ludy Langer, of the Los Angeles A. C., third, and Norman E. Darby, of the Independent A. C., of Indianapolis, fourth. Darby has sent a "defy" to all swimming clubs around the central west and will expect to keep his swimmers busy all winter.

## LIEUT. RALPH M. SNYDER ON LEAVE OF ABSENCE

The Adjutant, Lieut. Ralph M. Snyder, left Thursday on a ten-day leave of absence. The Lieutenant and Mrs. Snyder will spend the vacation at Jackson, Michigan, and in the northern woods. This is the first leave of absence of over forty-eight hours that he has had since taking up the arduous duties of Post Adjutant. Lieutenant A. C. Goodrich is acting adjutant during his absence.

## BIG AIR CRAFT PRODUCTION

### Shows American Way of Doing Things.

At the time the armistice was signed contracts had been signed for the manufacture of 95,993 airplane motors, of which number 31,814 had been actually manufactured. Of this number 15,131 were Liberty motors. In October 5,603 motors were turned out with a contemplated production of 8,000 in January, 1919, and 10,000 a month for the following four months. In addition to this, 12,000 airplanes and seven hundred kite balloons were manufactured.

These figures and others as interesting in connection with the production of aircraft were made public at an exhibition of airplane material held in the State, War and Navy building, Washington, on November 28, before Secretary of War Baker and a gathering of newspaper men.

A De Haviland Four bombing plane was used as a model to illustrate the strides made in aeronautics. Officials who spoke to the gathering declared that the machine shown was typical of more than five hundred which were awaiting shipment overseas when the armistice was signed. The statement was also made that 38,000 of the type of Marlin machine gun mounted on the De Haviland had been produced in the past twelve months in addition to 30,000 of the Lewis type.

The names of the concerns engaged in the manufacture of Liberty engines and the number produced by each were announced. The Packard Motor Car Co. made 6,000, the Lincoln Motors Company, 6,000, Ford Motor Company, 5,000; Nordyke and Marmon, 3,000; General Motors Corporation, Buick and Cadillac companies, 2,000 each and the Trego Motors Corporation, 500.

On the subject of spruce and linen some interesting statements were made. It was said that to the United States fell the task of supplying the spruce for the aeronautical programme of the Allies as well as its own. In October of last year 5,000,000 feet a month was demanded, while the maximum production only totaled 2,500,000 feet. In the same month of this year the requirements were 20,000,000 feet a month which was met with a production of 25,000,000. To produce this amount of spruce 30,000 men were employed in the Northwest. To supply sufficient quantity cotton fabric as a substitute for Irish linen, 2,500 looms were manufacturing 1,200,000 yards a month when the armistice was signed. Up to that date more than 13,000,000 yards of fabric had been delivered to the government.

## WAR CAMP COMMUNITY SERVICE ACTIVITIES

*SCHEDULE DEC. 9-15.*

*Monday*—6:15, Geometry, Sgt. Swigart; 7:15, Geometry, Mr. Maze; 7:45, Miss Clarice Solomon and party. Popular musical.

*Tuesday*—6:15, Algebra, Mr. Maze; 6:45, Shorthand and Typewriting, Lain Business College; 7:15, French, Mr. Meier; 7:45, Movie, "Say, Young Fellow," Doug. Fairbanks.

*Wednesday*—6:15, Geometry, Sgt. Swigart; 7:15, Geometry, Mr. Maze; 7:45, Miss Forsyth and party, variety program.

*Thursday*—6:15, Algebra, Mr. Maze; 6:45, Shorthand and Typewriting, Lain Business College; 7:30, Address, Rev. Blaine Kirkpatrick, Greencastle, Ind. Mr. Kirkpatrick is a young man full of pep and one of Indiana's most popular preachers. Movie, "Midnight Madness," Ruth Clifford.

*Friday*—6:15, Geometry, Sgt. Swigart; 7:15, French, Mr. Meier; 7:45, Don Wilkins' Jazz Band.

*Saturday*—"Write a Letter Home Night."

*Sunday*—9:30 A. M., Catholic Mass, Father Byrne; 10:30 A. M., Bible Study; 7:30, Vespers; 8:00, Movie.

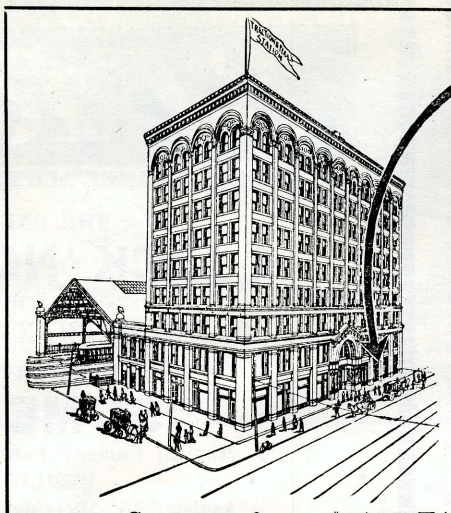
### NOTES

Please bring in all the overdue books. We are trying to have our affairs in good shape if a demobilizing order should come or we should be transferred.

Don't fail to hear Kirkpatrick Thursday evening. This will be a treat. He is some man's man.

Don't forget to secure one of the Khaki Testaments. You will prize it in the future as a remembrance of pleasant hours spent at the Y. We still have a few of the Officers' Special Edition.

Please return all athletic stuff.

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*Fill Your Tank With* RED CROWN
*and Your Crank Case With* POLARINE

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

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CHICAGO (Indiana) U. S. A.

They are for sale everywhere—and they are the same wherever you buy them.


## CAPITAL MAIN AERIAL CENTER

### American Aviation League Urges Commissioners to Aid Venture.

The future of Washington as an aerial center is anticipated by the Aerial League of America, which offers to cooperate in every way to extend the employment of aircraft for civil purposes, in a letter addressed to the Commissioners of the District.

With the expansion of the aerial mail service it is expected that Washington will become one of the principal landing places of this service.

Plans are now being made, it has been stated by the postoffice authorities, to extend the aerial mail service from coast to coast, with landing fields at the large cities. In the Western extension, Denver has been discussed as the logical Rocky Mountain headquarters, with Portland for the Northwestern section and San Francisco for the Pacific Coast division. Branches from these terminals will take in the surrounding areas.

Aviators, trained by the United States for military protection, may be diverted to this service. There will be available for this work 20,000 army, navy and Marine Corps aviators and 250,000 men who have served as ground officers or mechanics or assistants in one of the branches of the air service. A portion of these will be assigned to the postal service, it has been stated, as soon as the planes are released by the War Department.—*Washington Evening Star.*

## CAMP WIT.

### By "Haney"

Now that the women have gone in for all kinds of jobs, one in particular got a job in the Recruiting Office of a small town. While looking for recruits, she came upon a well-built young man who was milking a cow. In a stern manner she approached him and said: "Young man, why aren't you at the front?" (Try and milk one at that end!)

A colored trooper started to leave camp, when the sentry stopped him and asked for his pass. He said: "Boss, I ain't got no pass. All I got is a date with my Sweetie in Indianapolis, and I'm going to keep that date." "You don't leave the lines until you get a pass. Go back to your barracks," said the sentry. "Look here, Boss," said the trooper, "This ain't no time for foolin'. I've got a date with my Sweetie and I'm going to see her tonight." "You don't leave these lines without a pass." "Alright," said the trooper, "use your own judgment," and he whipped out a razor, sharpened it up a bit and said: "Boss, I done got a mother up in heaven, a father down below and a Sweetie in Indianapolis, and I'm going to see one of them tonight!"

After a furious battle across the water, the General reviewed the different Captains of the various companies. The first was an Irish Captain. The General walked up and said, "Captain O'Brien, how many were killed in the last skirmish?" "Forty-two, your Honor." "How many were wounded?" "Thirty-eight, Sir." "How many missing?" "Ninety-seven, Sir." "That's too bad," the General said as he passed on. The next was an Italian Captain. "Captain Dominick, how many were killed in the last skirmish?" "Six-a-teen." "How many wounded?" "Sixty-nine and a half." "How many missing?" "Seventy-two." "That's terrible," said the General and he passed on. The next was a Hebrew Captain. "Captain Cohen, how many were killed of your company in the last skirmish?" "Nothing," answered Cohen. "Great!" said the General. "How many wounded?" "Nothing," said Cohen. "Wonderful!" said the General. "How many missing?" "The whole damn business!" said Cohen.

They are taking the women conductors off the street cars in New York now. The men are going too far for a nickel.

The latest song ballad in New York is "Always Be Good to a Pumpkin, It May be Pie For You Some Day." Another famous wail along Broadway is "Oh, How I Miss My Butter Cakes at Childs'."

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

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Steam Table Service
Home Cooking

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UNIFORMS, LEGGINGS
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**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

KIEFER-STEWART COMPANY.


## THEATRE NOTES

**B. F. KEITH'S.**

The one and only Jack Norworth, with his latest songs and comedy quips, heads the bill at B. F. Keith's this coming week. This is an excellent start to follow the fall festival for Norworth has been surrounded by a show of superior excellence. "Some Bride," a bright little musical comedy fantasy in three scenes, is another bright spot on the bill. Dudley Douglas, formerly of Pilcer & Douglass, now has as his assistants Adelaide Mason and Leeta Corder, two charming ladies who each accept the proposal of marriage from the young fortune hunter and are waiting at the church when he arrives. Chris Richards, noted English comedian, returns after several years. His work is all comedy and along the lines of the eccentric. Farrell Taylor and his company of musicians and comedians offer "The African Duke." Miss Beatrice Diamond, America's premier lady saxaphonist, is a member of Taylor's company, and together with Celena Diamond, harpist, will present a program of excellent quality. Charles and Madeline Dunbar have a comedy oddity entitled "Animal-funology." The Lorner Girls, Marguerite and Rhea, offer melody and motion, while Fink's famous educated mules have a vaudeville joy fest, which stands without an equal. The American Red Cross in France gives another of its thrilling films, this time the "Victory Celebration" which took place in Paris, November 11th. It's full of the victory spirit and shows what the Red Cross is doing for the boys at the front.

**"THE COUNTRY COUSIN."**

Alexandra Carlisle comes to the English Opera House for a week's engagement commencing Monday, December 9, in "The Country Cousin," a comedy by Booth Tarkington and Julian Street. When the play was first produced Miss Carlisle made such a tremendous hit as Nancy Price, the country cousin, that she was immediately made a star by her managers, Klaw & Erlanger and George C. Tyler. Both star and play have scored a big success in New York, Boston and other cities throughout the East and Middle West. Miss Carlisle comes here with an exceptionally strong supporting company, including Alfred Lunt, Jack Crosby, Phil Heege, Genevieve Tobin, Grace Hampton, Julia Stuart, Helen Holcomb, and others.

**"EYES OF YOUTH" AT SHUBERT-MURAT.**

"Eyes of Youth," the notable New York success, will be presented at the Shubert-Murat in Indianapolis, for one week, beginning December 9th, direct from a year's run at the Maxine Elliott Theater, New York, under the joint direction of A. H. Woods and the Messrs. Shubert. The play needs little introduction to theatergoers. It has achieved a national distinction as one of the most novel and original plays of recent years. It was written by Max Marcin and Charles Guernon, and is described as a dramatic fantasy in three acts and four episodes. It is a visualization of a girl's glimpse into her own future—a future that is revealed to her through an understanding of her own heart. The play contains four of these mystical dream episodes. Each act begins in the home of Gina Ashling, the heroine of the play; then occurs the transition to the future episode revealed in the crystal; then there is a return to her home at the end of each episode. The girl is on the brink of choosing a career; several alternatives are presented to her. In her dilemma a Hindu Yogi appears. learns the situation, and reveals to her the consequences of each choice. These revelations are visualized, and so the girl is enabled ultimately to make a happy choice. These episodes are not only picturesque and interesting in themselves, but they are part of a progressive, dramatic narrative, with a tremendous spiritual significance. A very effective production has been provided, and a splendid company, which includes Mabel Brownell, George Page, Franklin George, Russell Sage, George M. Clark, J. T. Baston, Daryl Goodwin, Hortense Bender and others.

**French band from the trenches will be heard at the Murat Theatre on tomorrow afternoon, December 8th, at 3 o'clock. Prices, $2.00, $1.50, $1.00 and 50c.**

**CAPTAIN GABRIEL PARES TO CONDUCT FRENCH ARMY BAND.**

Just M. Pares before the war. That was way back in 1904—when Monsieur Gabriel Pares arrived for the St. Louis Exposition with his famous band, La Garde Republicaine—as the conductor of which he had risen to world-wide reputation. But although M. Gabriel Pares was already well-known then as a musician of the highest repute and at both the St. Louis and the Panama-Pacific Exposition won for himself the ovation he deserved; people did not suspect what lay beneath that dignified graceful exterior. They could not guess that the musician Gabriel Pares was destined to be widely known as the soldier of France.

To his title of band-master he has added that of captain since the war. Some of his band men could tell heroic stories of their leader for they have taken their military orders from him in the field. There was a grimness behind the grace of the man who wielded his baton, that people could not foresee. At the front in France the fighter in him was revealed. Decorated again and again for bravery under fire, Captain Pares has a trunkful of medals, of which he wears but four. Because of memories of the Marne and Rheims, his music stirs the soul. It is said by soldiers writing home that there is nothing like his rendering of the "Sambre et Meuse" march, with which the Poilus go into action. There are two other numbers on his pprogram that grip—our "Star-Spangled Banner" and La "Marseillaise." When Captain Pares conducts the French Army Band, which will be heard here on December 8th, and we listen to the music, let us remember that somebody once aptly said: "The grfeater the man, the greater his music." It will apply to Captain Pares, soldier, musician, hero. Seats now on sale at Ona B. Talbot office, 916 Hume-Mansur Building, for this concert.


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THE ONE AND ONLY
**JACK NORWORTH**
(Himself)
THE AMERICAN BOY IN NEW SONGS

WAITING AT THE CHURCH
**"SOME BRIDE"**
A Musical Comedy Fantasy in Three Scenes, with
DUDLEY DOUGLAS
Assisted by Adelaide Mason and Leeta Corder

LORNER GIRLS
Melody and Motion

**CHRIS RICHARDS**
Eccentric English Comedian

Chas. and Madeliine DUNBAR
Classy and Sassy.

The Best Ever FINK'S MULES
Equine Joy Fest.

**FARRELL TAYLOR & CO.**
in
"THE AFRICAN DUKE."
Introducing Beatrice Diamond, Saxophonist; Carlena Diamond, Harpist

Thrilling Photoplay, the American RED CROSS in the VICTORY CELEBRATION, PARIS, NOV. 11.

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THE GREAT
**NAZIMOVA**
—in—
**"TOYS OF FATE"**

NEWS WEEKLY, WAR REVIEW, SCENIC STUDY
LOUISE MARIONELA, DANCES OF THE ORIENT

THURSDAY, FRIDAY, SATURDAY
**MABEL NORMAND**
—as—
**"PECK'S BAD GIRL"**

*Where the Crowds Go....*
**LYRIC**
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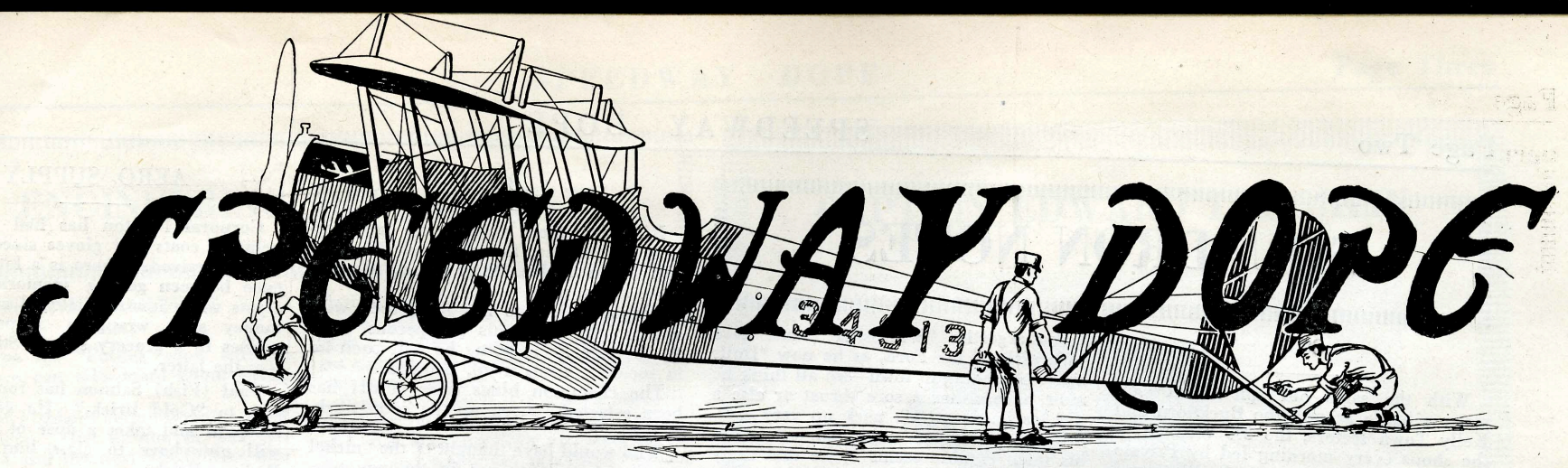


Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Dec. 14, 1918 | Number 12

# Speedway Follies

MISS HAZEL DELL SILVEY
MISS MARGUERITE HOLZBAUER
MISS IRENE HART MOTHER FOSTER
MISS BARBARA CARPER

MISS LILLIAN HUESLEIN
MISS BERNICE HART
MISS JUANITA WHICKER
MISS JULIA NIEBERGALL

THE Aviation Repair Depot, Speedway, will give a Minstrel Show next Wednesday evening at the Murat Theatre at 8 o'clock. Seats are now selling, the prices of which follow: First fifteen rows, down-stairs, $1.50, the remaining seats down-stairs sell at $1.00. The first five rows of the balcony sell for $1.00, and the remainder of the balcony at 50 cents. For the past four weeks the men have been rehearsing the "Speedway Follies," and a finishd production is promised the audience next Wednesday evening at the Murat Theater.

Attractive posters announcing the "Follies" are in large department stores down town, the work of well known Indianapolis artists, among those who contributed their art being Miss Bessie Hendricks, Miss Helene Hibben, Miss Barbara Carper, Mrs. Minnette Slayback Carper, Harold Brown, Paul Hadley and Sergt. Louis Markum. The latter has several posters which have caused much favorable comment for their artistic portraiture. The War Camp Community Service, Mrs. Chas. B. Foster, Walter Pfaff and Harry Porter, have been untiring in their efforts to make the show a success. Mr. Porter and Mr. Pfaff are directing all the rehearsals, and through the interest of Mrs. Foster, the talented young women who will assist were secured. The "Follies" consists of three parts. First there is to be a good old- *(Continued on Page 5, Column 1)*

## PLANES START ON LONG FLIGHT

Five army airplanes are on their way in a trans-continental flight, having left Rockwell Field, San Diego, California, on December 4, bound for El Paso, Tex. The flight is under the command of Major Albert D. Smith, J. M. A., now in charge of training at Rockwell Field. His request that if his planes reach El Paso on time they be allowed to continue to the East and complete a trans-continental flight, has been granted by Major General Kenly, Director of Military Aeronautics. If completed this will be the first military cross-continent flight in formation in history and officers are watching its progress with great interest.

After leaving El Paso, it is expected that the planes will stop at Kelly Field, San Antonio, Texas; Ellington Field, Houston, Texas; Camp Taylor, Montgomery, Alabama; Souther Field, Americus, Georgia; Dorr Field, Arcadia, Florida, thus completing the flight from the Pacific to the Atlantic.

## *Loening Machine Makes New Climbing Record*

Major General Wm. L. Kenly, Director of the Division of Military Aeronautics, with Major Wm. C. Ocker, Air Service, Aeronautics, as pilot, made the air trip from Washington to New York City, on November 29th, in one hour and fifty-five minutes flying time. They left Bolling Field at 10:20 a. m. in a de Haviland Plane and arrived at Garden City, N. Y., at 12:15 p. m.

Major General Wm. L. Kenly has received information from Dayton, Ohio, that the Loening two-seater monoplane, in recent tests there, developed 145 miles per hour with full military load, including four guns, which is in excess of any record made by a European seater combat machine. The Loening plane plane in these tests climbed 25,000 feet in remarkable time, carrying two passengers, thereby establishing another record.

Air Service officers here have watched the progress of this new plane in its tests with great interest. This monoplane is American designed and American built. Its construction embodies several new and original ideas. Smaller, of course, than the de Haviland 4, which is a bomber and reconnaissance machine, it weighs only about 2,400 pounds loaded for the air, which is practically the weight of a single seater scout. It is driven by an eight-cylinder, 300 horsepower Hispano-Suiza engine and the whole power plant is a unit construction and may be easily removed from the body of the plane. Several original ideas are also carried out in the under-strutting, and the arrangement of the seats is such that the pilot has 50 per cent. more vision than in any other combat machine produced before or during the war. The Loening monoplane carries sufficient fuel for three and one-half hours.

Grover Cleveland Loening, the designer and builder, is an American. He has been an aeronautical engineer in this country for the last eight years; is the author of text books used in study by American flying cadets, and has been given the degrees of Bachelor of Science by Columbia University; Master of Arts and Civil Engineer by New York University. His address is Loening Aeronautical Corporation, 45 West 11th street, Long Island City, New York.

## CAPT. LAUGHLIN NOW IN COMMAND

In compliance with the telegraphic instructions from the Director of Military Aeronautics, Washington, D. C., of December 6, 1918, Captain William Menkel was relieved as Commanding Officer of this Post and Captain Edward Laughlin was detailed to take command, the exchange taking place Monday, December 9th.

As Commanding Officer of the Post since August 4th, having been acting Commanding Officer from June 2nd to July 8th during the illness of Major Gearhardt, Captain Menkel has enjoyed the hearty co-operation of the officers and men, and the Aviation Repair Depot, by its records of accomplishment, is known in the Air Service as the most efficient depot in the United States. Both Captain Menkel and Captain Laughlin are to be commended and are honored by this achievement.

As Chief Engineering Officer of this Post, Captain Laughlin has organized the work in the shops to the highest efficiency and his popularity among the officers and men is proof of his ability and fairness as an officer.

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# SQUADRON NOTES

## 809.

With the same old spirit that won many a battle around the Buckhorn and Kelly Town sectors, the 809 men go to the shops every morning led by Private Mott, who plays many enthralling and soul-stirring marches on the flute. The "Spirit of '76" has surely been revived.

Sergeant Powell, our esteemed postmaster and bugler, is very ambitious to write a few notes for the *DOPE*, but after thoughtful consideration we advise him to keep on blowing his horn, as it is much easier.

Back from the flying field "front" comes our brave Belgian refugee, Sergeant Devoghel, and again the barracks resumes its cosmopolitan air.

Sergeant Owen W. Coshow, fuselage and matrimonial expert, not being satisfied with the shower baths in the 809 barracks, engaged a room on the mezzanine floor of the Lincoln Hotel for the sole purpose of taking an old-fashioned tub bath. He says it was the most expensive bath that he ever took, but was well worth the price.

Price: "Jimmy, what will you miss the most when you get your discharge and go home?"

Long: "Golvash's guitar playing and mange cure."

Sergeant Fred M. Fox, being a real booster for the Air Service, went to see the Aviation Girls at the Majestic last week. But before he left the theatre he had forgotten all about airplanes and other such trivial things.

Private Maurice A. Maley, who took a week's sojourn into fields afar, has returned to the fold and was welcomed with open arms. He will soon demonstrate how the fellows in the army used to work while at Kelly Field.

Now that the long winter evenings have set in, the men have resumed the favorite indoor sport of playing games instead of going to the cruel and wicked city. Such an interest is taken in the games that the boys play into the wee sma' hours of the morning. Flinch, checkers and dominoes are said to be the popular games.

Hayden W. Evans, a second Vernon Castle, will leave shortly for Boscobel, Wisconsin (U. S. A.), the home of our pants-pressing and money-extracting friend, Edward Ostrander, for the purpose of teaching the natives of that hamlet the latest dances. He expects to introduce the two-step and the waltz in that struggling municipality.

During the absence of Charles Kirby, who is away on furlough, William G. Mitchell has been acting Mess Sergeant, and according to the two Claudes (Rogers and Perry), he is giving entire satisfaction. No higher tribute or recommendation could be desired.

There were thirteen men in the barracks last Saturday, each one having a stray penny that they did not need. Consequently, our friend Raymond G. Tellier, the famous "prune picking drummer," was able, financially, to go to town. How he got back to the Post has never been discovered, but it is surmised that he walked.

During his spare moments before and after working hours, Sergeant Riddle has produced two ukeleles inside of a week's time, which for workmanship and beauty of tone can not be excelled by any factory-made instrument. These ukeleles will be played by Mott in the coming production of the "Speedway Follies." Another work of art has been produced by M. S. E. Damm in the shape of a small propeller which is made up of eleven different kinds of wood. These men are to be complimented on their skill and mechanical ingenuity.

### ARMY TERMS AND DEFINITIONS

The Triple Alliance: Morgan, Quigley and Connors.
Camouflage: Clavey.
Tanks: Mitchell and Sears.
Gas: The Reporter.

## 810

We are wondering just why Gorton religiously refrains from touching anything in the Orderly Room, especially the typewriter.

Ambergertha "Warnisher" must have "Warnished" his Ford, as he now "Dolls up" when going to town—we all think he must have either a sore throat or else a girl, as he wraps his neck up very carefully in a sort of white bandage. But his main trouble seems to be that army life agrees with him so well that none of his civilian clothes will fit him.

Scott had most of the sensations of an air-plane ride the other day even if he didn't actually go up. Ask him.

We are very pleased to state that Deschenes has not lost his "Harem". They did not desert him although they were rather "mean" for a while, but Bill brought Atherly along as a peace offering to take care of the "Other Girl".

Lugar seems to have quite some trouble borrowing the necessary carfare to see his little chauffeurette. Just a little hint to help him out of his difficulties: do as so many others do—meet her at the gate.

Dutch Hoogterp is in love—at least he met a mighty pretty little girl the other night and spent all his money on her. He took her to the movies and now is broke, so is planning on remaining in until next pay day.

Chief Meyers, formerly of York, Pa., spends so much of his time talking of the Fair Grounds that he hasn't time to see the papers until after some one else is through with theirs.

Charlie Stone is getting most considerate: the other night after coming in from town he insisted on waking up all the "Corporals" to ask them— Well ask any one of them.

Joe Page is preparing for civilian life. He has been seen practicing how to manipulate an umbrella.

One of our members, "Elmwood" Millar, made a hurried trip "over-seas" recently, as he was seen in town sporting one of those jaunty "over-seas" caps. We expect to see his service stripes soon.

We bid farewell to two more of our 810 men—Walden and McNabb—who left for Montgomery, Ala. They were both in the hospital when the rest of the detachment left.

The "Amen Corner" begs to report that it has been holding its regular daily meetings but as yet has been unable to go on record as to any definite report, but expects to be able to by next week.

There has been some doubt among the enlisted men of the Post, as to the proper procedure for a soldier when the "Star-Spangled Banner" is played in church, especially when he is taken there by some fair young lady. If you want the question answered correctly just ask Johnson.

W. E. Oleding and Ball remained awake for the first time—at any show last Tuesday—when at the magician's show at Y. They seemed to be afraid of just what might happen to them if they shut their eyes.

## 811.

If the very popular girl(?)—we mean the one that calls Sergeant Hayden "Buddy"—could have been in the mess hall Tuesday evening (the evening Hayden was in an unusually good humor), she would have been very well pleased, in fact delighted, at the surprisingly affectionate attitude he displayed and was eager to demonstrate, but for lack of opportunity his ambition was in vain.

First Class Private Ogden, otherwise known as head "traffic cop," of the Post Exchange, received a ten day furlough which will be happily spent in Albion, Pa. We know this to be true by reason of the fragrant aroma that arises from frequent letters received by this very popular young man.

We did admire his truthfulness, but fail to see why he should be disappointing a certain bunch of boys that one time believed in him. Probably its his association with Remley, as one tells the story and the other confirms it, but say, Bender, what is the latest dope on our discharge?

We wonder how Corporal Homer gets along with his ice bag since the weather turned cold. We did have you in the Gold Bricker Class, but anybody that can take an ice bag to bed when the barracks register 55 degrees, must have been used to one on his head in civilian life.

## 821.

Now that there will be no more retreat formations, the shoes of 821 men will begin to lose their gloss. Get on those shoes, men.

Corporal Browne has been seen with a new girl since his prosperous days. At the rate he is going he will soon be in society. Keep it up, Browne.

The champion blues crier of 821 has been selected. Keep up the good work, Gerard.

Who would have thought of the "nickel on the string" for use in the pay telephone except the "Home Guards"? Everything original comes from the best squadron on the field.

Talk about a good looking bunch of men—you ought to see the picture of the 821st Aero Squadron. At that, they look like aviators.

Don't forget the Minstrel Show on Wednesday, the 18th. Bring your girl and show her what the Speedway can do.

One of the boys remarked to Van Dyke last Sunday that they thought he was getting fat and that the mess must agree with him. But he explained that he had just returned from a furlough.

Civilian (to O'Haver, on street car): "You get plenty to eat in the army, don't you?"

O'Haver: "Yes, plenty." Then seeing an empty seat across the aisle, he immediately moved over, fearing that the fellow would ask more questions.

Top says everybody enjoys a second childhood. He is now happy.

## HEADQUARTERS

If the personnel at headquarters are given special calisthentics we'll know upon whom to lay the blame. Thoburn caught himself too late, saying that he thought we didn't get enough exercise, in the presence of Lieut. Goodrich.

Lieut. Comer came into the telegraph office Monday morning, having just received his discharge, and said: "Now if any of you fellows have anything against me, now is the time to get even. I am now Mr. Comer." None of the boys have anything against Lieut. Comer, for he has treated all the men square and will leave many friends at this Post among both officers and enlisted men.

The boys at headquarters are going together to buy Pauls a tricycle for Christmas. It is believed that he will be able to run it after several weeks' practice without running into the curb.

Corporal Donald C. Miller, Stenographer in the Sergeant-Major's office, was home on a forty-eight hour pass this week to his home in Erie, Pa.

Private Elmer E. Brown and Private Harold Caldwell have both returned from the Base Hospital at Ft. Benjamin Harrison, having nearly had the "flu."

Corporal Thoburn and Sergeant Baker are taking dancing lessons at the Berry Dancing Studio. Watch how gracefully they move. In another month they will be giving their instructor lessons.

## POST EXCHANGE

We have a school for gold brickers now, and as Instructor Netzel has been very busy we haven't heard from him for two weeks. We are now paid up members and are 100 per cent. organized in the Gold Brick Union. The Gold Brick Union meets every Saturday after inspection, and we never have to tell a member, as they'll be there unless in the hospital or on furlough.

Arnold G. Ogden, our model, is spending a few days at home. I'll bet the girls are glad. (Here? or there?)

I have met superstitious people lately, but I've seen one that caps them all. One boy spat on the tip of his cue for luck in a rotation game of pool.

Sergeant Netzel, who is the champion pool player of Indiana, since he has worked with us, is now after the three cushion billiard championship of this state. "Old Newt" will get it, too, as he has stopped everything to practice on the billiard table.

Netzel had better practice up on his pool game, as Goff and Ogden are practicing almost all day every day, and they might take his championship away.

We claim the walking championship, too, as Breese, our cook, slept on the interurban until it reached Brownsburg. As there were no other cars until morning he walked the ten miles back. Who can tie that?

Larry Lavelle has a new suit and he sure looks the money. The Claypool will have him whenever possible.

## AERO SUPPLY

Corporal Newton has had a run on helmets, coats and gloves since the new supply arrived. There is a lot of difference between getting memorandum receipts when issuing material and getting money after wrapping a package of prunes in a grocery store. Still he prefers the latter.

Paul (Fish) Salmon has found a new way to "Gold Brick." He goes to the Hospital and takes a dose of salts. We will now have to class him with the Radium Bricks.

Vandivier still objects to being called a fancy dancer. He holds the grade of a Singer in the "Speedway Follies." We don't know which one is the worst.

Duke Spridgeon has just returned from a several days' trip to the Hangars where he checked in an aeroplane. He will be busy for several weeks making up his report on same. We hope this report will be finished by the time we get our discharges.

Typewriter Sergeant Bloomberg made a tour of the shops yesterday, as he was anxious to see what this place was producing before he is mustered out of service. After being here for ten months he has just discovered there are other buildings on this Post besides the Aero Supply.

## QUARTERMASTER

The Q. M. boys wish to extend their deepest sympathy and regret to Sergeant W. J. Gee, chief clerk, retired, on account of the death of his wife.

Sergeant Jim Fallon, on his way to mess the other morning, got into a "nose-dive" and rolled all over the road. We thought that the "Speedway Follies" would have to be postponed, but he managed to get up and continue on his way to mess at a much slower rate of speed.

The author of "The Warehouse Rat" seems to mention the Q. M. Detachment quite frequently in his weekly stories. We hope they have not forgotten the cold days of last winter when we sat around the stove of the Dope House and guarded the couple cases of tomatoes, the four Fords and the old watchman by the name of Miller. We also let them unload a carload of "spuds" for us, which they have not forgotten to this day.

Two of our sergeants are calling on the same girl and are disturbing the peace in the happy family. They will have to compromise or one of them will have to give up under an "Unconditional Surrender" if they ever meet.

**Craig's Candies**

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This ad is inserted not to sell candy but to aid the Speedway Dope.

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# ENGINEERING DEPARTMENT

## ENGINEER OFFICE

We hope the "Follies' soon will be over so we can talk more about being discharged.

Sergeant Fishbein certainly has a great line of dope. One minute he has you discharged and the next you'll hear him say, "When the Fourth of July comes we will be right here to celebrate it."

Sergeant Willis is studying the same as ever. Oh, well, Willis, cheer up, we are all with you, although we are not in love.

The candy craze has not died out, but we are not eating it. No wonder—we can't buy it. Now we have put a curse on the Quartermasters that they will never get rid of.

Manager Goar and Assistant Markum have a nine-day furlough in order to look after the "Follies" and get their name in print.

Between writing work orders and starting rumors, Sten. Wells is being kept busy these days.

Nig Henry is well, 'thank you."

Sergeant Retsig is figuring on going home New Years and says he is not going by himself. Maybe he is going to take some girl up to meet the family. We hope they like her, "Old Top."

If you want to find out how high an airplane is flying, just ask Corp. Stricker.

We are very much disappointed in Futransky, he is so quiet of late. He says he has good stuff, but won't let it out. From now on we will give him no more chocolates.

Well, we may all get a holiday May 30th. Speedway races. That's something to look forward to.

It is understood that the "Follies" will play Dayton, Cincinnati, Ohio, and Louisville, Ky. No wonder so many fellows want a part.

Our new song: "We Want to Go Home."

Crump has a good reason for an indefinite furlough, "He's a Millionaire."

Let Retseck tell 'em. He says that his girl had her photograph taken "from here on up." Some picture, eh, Ret?

Yes, Stricker got his furlough—but not until after the authorities learned that he would have to send the furlough money back to papa unless same was granted.

Sergeant Willis is scouting around the Depot looking for some new office help. Since the famous actor and artist, Goar and Markum, left for their new headquarters, the Soldiers' Home, the office is in dire need of entertainers.

Definition for "The Eyes of the World" —Shumaker.

## CONCERNING CONSERVATION

BUSINESS AT THE OLD STAND.

The Conservation and Reclamation company at this camp is still doing business at the old stand.

To be sure, peace has been declared between Germany and the civilized world, but there has been no peace declared between Conservation and Waste, and there never will be.

Conservation is not a gas mask, to be put on and taken off as danger threatens or disappears. It is a sword in time of war, and a shield in time of peace.

The expenses of this government did not cease with the order to cease firing. On the contrary, they are traveling right along at the merry pace of one and a half billion dollars a month. The only difference is that what once went to destroy now must go to build up, which is a far more expensive process. America must now feed nearly the whole of Europe, left destitute by the four years' struggle. Even Germany has come whining to Uncle Sam's back door to beg for scraps, and in the name of humanity which she fought to destroy and we fought to defend, she won't be turned away hungry.

We still have an army in France, not fighting now, thank God, but serving, nevertheless. And you can bet that that Army is not going to be any less well fed, or less warmly clothed since becoming a victorious army than while it was winning the victory.

There is also the army of more than a million disappointed fellows like you and me, still over here, cussing the haste of the Kaiser to back up before we had a chance to give him the deciding push. We have been called the best fed, best clothed and best cared for army in the world, and Uncle Sam is not going to go back on us now, simply because we didn't get a chance to prove our devotion in the trenches of France.

Demobilization is not coming abruptly, suddenly, rashly, but gradually, wisely, with the least possible upsetting of industry, and minimum of inconvenience and embarrassment to the soldier.

Until demobilization comes, soldiers are still asked to conserve.

By taking care of your clothing and shoes, by having your equipment repaired in time to save it from the junk heap, by eating enough, but no more than you actually need. If you do these things you are helping, not to win the war, but *to pay the tremendous cost of victory*.

And it's a pretty poor sort of soldier who is not willing and eager to help "pay out" for a bill such as that!

## GENERAL PERSHING MAKES COMMENT ON AIR SERVICE

Secretary Baker's report included a communication just received from General Pershing in which he commented on aircraft and the Air Service as follows:

"Our entry into the war found us with few of the auxiliaries necessary for its conduct in the modern sense. Among our most important deficiencies in material were artillery, aviation, and tanks. In order to meet our requirements as rapidly as possible, we accepted the offer of the French Government to provide us with the necessary artillery equipment.

"In aviation we were in the same situation, and here again the French Government came to our aid until our own aviation program should be under way. We obtained from the French the necessary planes for training our personnel, and they have provided us with a total of 2,676 pursuit, observation and bombing planes. The first airplanes received from home arrived in May, and altogether we have received 1,379. The first American squadron completely equipped by American production, including airplanes, crossed the German lines on August 7, 1918.

"It should be fully realized that the French Government has always taken a most liberal attitude and has been most anxious to give us every possible assistance in meeting our deficiencies in these as well as in other respects. Our dependence upon France for artillery, aviation, and tanks was, of course, due to the fact that our industries had not been exclusively devoted to military production. All credit is due our own manufacturers for their efforts to meet our requirements, as at the time the armistice was signed we were able to look forward to the early supply of practically all our necessities from our own factories."

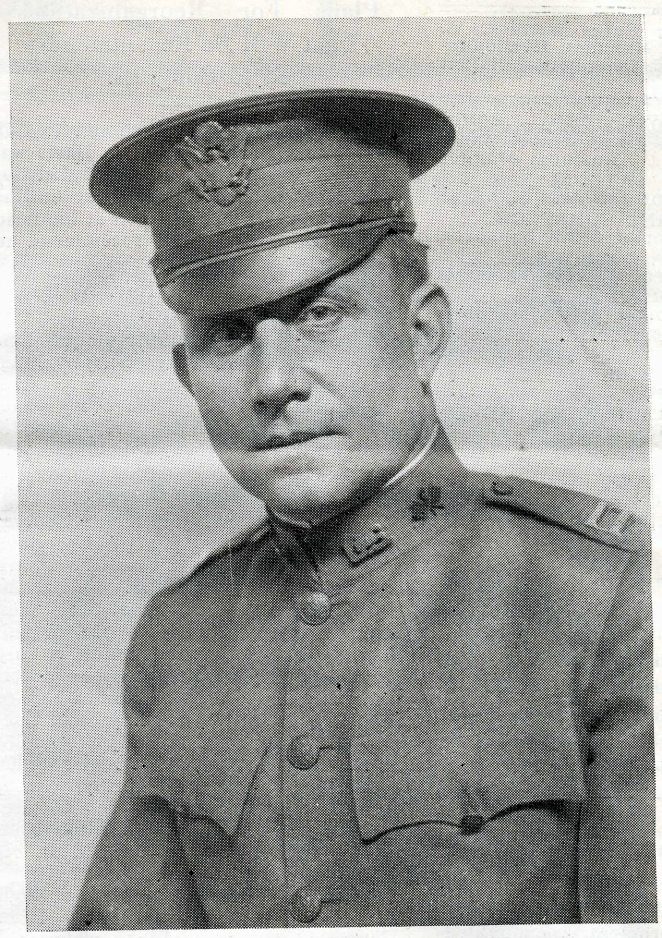
In the battle of St. Mihiel, General Pershing reports:

"The French Independent Air Force was placed under my command which, together with the British bombing squadrons and our air forces, gave us the largest assembly of aviation that had ever been engaged in one operation on the Western front."

"Our Aviators," says General Pershing, in another part of his report, "have no equals in daring or in fighting ability and have left a record of courageous deeds that will ever remain a brilliant page in the annals of our Army."

One of the Cast of the "Speedway Follies"

## CAPTAIN EDWARD LAUGHLIN



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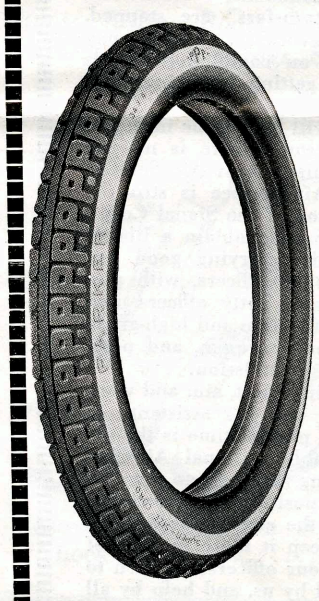

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1014 MERCHANTS BANK BLDG.
INDIANAPOLIS, IND.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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SGT. 1ST CL. NORTON A. FISCHBEIN ----------Reporter Aero Supply
SGT. DON CURLY-----Sporting Editor


The Christmas present that every enlisted man is looking for is his discharge papers.

We are of the opinion that no one need worry about the American bolsheviki in the near future. When the American soldier gets back home he will know but one flag in America. None other need apply. Watch him make short shrift of the red flag of anarchy.

The past season has been rather bad for kings. Soon the Emperor of Japan will be about the only one left. And it might be well to remember that the Japanese form of government was moulded directly after the German form; their constitution is said to be almost word for word like that of Germany.

Germany has awakened to find herself with only half of her once flourishing merchant marine. Her banks are loaded down with dubious paper money. She no longer has a monopoly on dyestuffs or chemicals, and no one is afraid of her. Her vital need now is to induce the world to trade with her. Expressing it in the familiar terms of a soldier, she is S. O. L.

The time is near at hand when the veteran soldier of the Great War must be recognized as an institution in our economic fabric. And we prophesy that he will rise to all emergencies, just as he has in the army. It will make no difference whether he got overseas or not. He has been an American Soldier—the proudest title to which man may aspire. And he will know how to do honor to that title in civil life. He has learned what discipline means. He has learned how to take orders, and how to give orders. He has learned the rule of "give and take" in the only school where its fullest import is recognized. Four million men are coming back into civil life broader, better men than when they left home . Look out for the impress of their individuality and their training on the commercial life of America!

Uncle Joe Cannon, in his definition of socialism says, "All this modern militant international socialism under various names should bear the familiar trade mark of 'Made in Germany.'" Since the declaration of war by America against Germany we have been continuously hearing a protest from the socialists and kindred organizations against war and of strikes for a dollar an hour pay in government shipyards, while three million men in the army and navy have been serving for a dollar a day. The strikers represent the unpatriotic classes and the fighters the patriotic masses in this country. The former are much in the minority. At the last presidential election about half a million votes were cast for the socialist and labor tickets while eighteen million votes were cast for the Republican and Democratic tickets. The census enumerates about forty million people in gainful occupations in this country and the Federation of Labor claims to have three million affiliated with it. That is seven and one-half per cent. of the working people, and yet that minority assumes to tell the Congress what legislation is necessary for labor.

## MAKING PLANS FOR BIGGER AIR SERVICE

### Col. M. F. Davis Gives Outline of Plans For Reorganizations That Will Be Recommended to Congress.

The following copy of a letter to Colonel McCord from Col. M. F. Davis was received by Captain William Menkel this week, and contains a very clear outline of the proposals that the men at the head of the Air Service will recommend to Congress:

Washington, D. C., Nov. 30, 1918.

My Dear Colonel McCord:

Judging from the number of questions that are coming to the various Washington offices from every conceivable direction—including letters from every grade from Private to Colonel, every one is apparently desirous of obtaining some knowledge—or even an honest guess as to the future of the Air Service.

No one in Washington, from General Kenly down, can make a positive statement except that several committees have been organized by D. M. A. to work out plans and make recommendations concerning an Air Service—its size, organization, duties, etc., etc. I think it only fair to our officers and men that I tell you briefly in a personal note that we are going to recommend, and hope that Congress will pass, a bill creating a separate Air Service including all activities under the Federal Government—Army, Navy, Marine Corps, Post Office, Forest Service, Patrol, etc., etc. The organization committee will probably recommend an organization consisting of about 7,000 or 8,000 officers, 4,000 petty officers or high grade non-coms., and somewhere from 80,000 to 125,000 enlisted men. This will include the present Bureau of Aircraft Production.

It is believed that officers now in the Air Service and who like the service, should ask to remain in the Regular Army in the hope that we may get a sufficiently large organization to take care of all desirable applicants. Waiting for "something to turn up" will, of course, be monotonous, but that is something no one can help. We will endeavor to have enough D. H. 4's at the various flying fields so that all can take transformation work during the winter, and thus keep fairly well amused. It is believed that those officers who wish to return to civil life should ask for Reserve commissions in order that in case of emergency they may be called back to service, and also that they may have the right to come back to our state and city flying fields at week ends or stated periods (according to our plans and hopes), to keep up their flying and maintain more or less continuous touch with the service.

Demobilization is bound to be slow and more or less tedious. Waiting is alway tedious. We have obtained authority from the General Staff to continue training in the case of all persons in service on the 11th of November. All ground school and flying cadets may go as far as they wish in flying training—observers, bombers, pilots, pursuit, gunnery, etc. We could not obtain authority to commission cadets at the completion of their R. M. A. work and continue as officers through their specialized training, for the reason that at four P. M. November 11th, "all inductions, commissions, promotions and transfers" are stopped, absolutely and irrevocably. A cadet may quit his training on completion of his R. M. A. work, getting his wings and commission in the Signal Reserve Corps. All commissions will have to be in Signal Reserve Corps because there is no law for Reserve commissions in Air Service, and legally the Air Service is still the Aeronautical Section of the Signal Corps.

We shall endeavor to obtain a liberal allowance of grades carrying good pay for non-commissioned officers, with possibly some grades as petty officers, and good opportunity for able and high-grade enlisted men to pass through, and petty officer grades to a commission.

In brief, the main object, aim and work of the Air Chief and his assistants in Washington at the present time is the obtaining of a suitable National Air Service with everything necessary to give the Nation a leading position in aeronautics and command of the air in war (which, of course, must keep it there in time of peace). We want our officers and men to stay with us, stand by us, and help by all proper methods to obtain what the Nation should have in this respect.

This letter is personal because I am not authorized to make it official, but we want you and your officers and men to know what we are doing. If I get "jumped on" for writing it, I am old and tough, and swats don't hurt the way they used to. Please post it in a conspicuous place.

Cordially and sincerely yours,
M. F. DAVIS,
Colonel, A. S. (M. A.),
Chief of Training.

## Autobiography of a "Warehouse Rat"

### PART SIX

(By "Gus")

Now look at the pretty row of dots.

. . . . . .

Pernaps you never use them when you write, but I always do. That means something left out. I am going to leave out all the rotten fish we have had on Friday of each week, the name of the fellow who beat my time last September, and I don't care to mention the Maintenance Sergeant who always stood with his hands in his pockets while I helped pile up the winter coal in October. I am still at the warehouse and I will be until the second war with China, but I had to shovel coal over week-ends.

Those dots up there mean some other things, too. Some represent the promotion I had hoped for, while others the pay the new grade carried. You know I hate to use dots, for if I put down one dot for everything I have fancied lacking in the army the map of Sahara in my old geography would not be in it.

I don't intend to tell you much about October and November, for after I lost my girl and the blue silk dress on Wednesday I just cut loose. I went riding once with a fellow who has a motorcycle. We certainly traveled. The motor cop caught us, and we were to be hung, I think. Two nice ladies with tender hearts plead our cause and we were freed. I don't ride motorcycles any more.

You all know how we won the war two different times in November. Well, I was lucky both times. They needed the good-lookers for the parades. I put on my imitation putts and stepped out. It certainly was great. I wish we could win two or three more times. I got hugged fifty times and everybody thought I had won the war. I ate fifty dollars' worth of waste paper and wandered through dust storms of talcum powder. Best of all, I got a new girl. She works at one of the stores. I wish they would put her at some counter where I could buy something now and then. I always did object to corsets anyway.

Now, since the armistice has been signed and two lumps of sugar are permitted, they have a new-less day. We used to have heatless, meatless, lightless and passless days, but now all you hear is pep-less days. The chief duty of every officer now is to preach three sermons each day on pep. Some lament that times have changed since now and then, others insist the war is not over and dire peril lurks behind the doors, while another insists that pep is measured by the number of tickets you sell for the follies. I have attended to so many pep revivals that I think I'll hit for the mercy seat next time and try to get through. I don't know whether they baptize you or discharge you if you succeed in seeing the light. Surely the pepless days have come.


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*(Continued from First Page)*

fashioned minstrel show, with Lieut. Snee as interlocutor. The four black-faced end men are Carl Wagner, Frank Kretzer, Will J. Haney and Luther Rodgers. The white-faced men are Cadets James Boudreau and Charles Walton, Harry Nette and Victor Holms.

Sgt. "Jake" Weinbrecht is the Top Sgt., Corp. Elmer Schwegman is the Beauty Doctor and Private Kennard is the K. P.

Following the minstrels three olios will be given. First the Hart Sisters, the Misses Irene and Bernice, who are clever singers, dancers and banjo players, will be seen to splendid advantage. Miss Irene Hart will be remembered as being the charming sponsor of the ship "Indianapolis" in one of our war drives.

The Hart Sisters have appeared many times in Chicago and elsewhere.

There will also be a musical melange by Miss Julia Niebergall and Earl Miller, of the Speedway. Mr. Miller plays with the artistry of a professional and will delight his audience.

Lieut. James J Snee and Sgt. Churchill Goar will give Robert Hilliard's "The Littlest Girl." Miss Dorothy Campbell, the little daughter of Mr. and Mrs. Henry F. Campbell, will take the part of the "Littlest Girl." Sgt. John F. McGowan will take the part of Davenport, the butler in the "Littlest Girl" sketch.

The closing act will be the Aviation Extravaganza. The list of characters follows:

Lieut. Richards.....Lieut. Eli Eldredge
Bab, the Canteen Girl..Barbara Carper
Sgt. Goldbrick.....Sgt. O. W. Smith
Countess Pomillio....Hazel Dell Silvey
Sgt. Pancake.....Sgt. A. Clifford Mott
Peggy, American War Correspondent Abroad .....Gertrude Pettijohn
Nita, American Heiress Abroad in Red Cross Work....Juanita Whicker
Dr. Strongarm....Cadet O. Chas. Walton

Chorus of "Canteen Girls," singers and so forth. Miss Barbara, with Canteen Girls, sings "Knit, Knit, Knit", from Jack O' Lantern.

The chorus girls are the Misses Helen Bade, Eleanor Brennan, Louise Brennan, Jane Carper, Juanita Donaldson, Genevieve King, Genevieve Downs, Madeline Downs, Marie Doman, Joy Davis, Helen Duke, Laura Pantzer, Lillian Painter, Mildred Morgan, Ilene Morgan, Charlotte Galpin, Alberta Yagerline, Dorothy Haines, Pauline Smalthers and Ruth Arbaugh.

The Countess Pomillio gives an entertainment, her guests being told that there is in store for them many wonderful surprises. The countess sings a "Bagatelle" song and announces her entertainment. Following, Miss Margaret Holtzbauer gives a gypsy dance. Then enters the fair American, this part being played by Miss Lillian Hueslin, who sings the lovely "I Think of You," from the "Rainbow Girl," with a chorus of soldiers wearing the uniforms of the allied nations.

Suddenly comes the word of an approaching air raid and the guests, panic stricken, join in a frenzied dance of fear. Finally piercing the clouds is the sign of the victorious aviators, the friends of Italy, who descend among the people, joining with them in a dance of joy. The curtain falls with the singing of the "Star-Spangled Banner."

Mrs. Minnette Slayback Carper wrote the clever sketch for the "Follies."

Mr. Louis Pike, assistant conductor of the Circle Theatre, will conduct the orchestra for the "Follies."

Corporal Arco Conrad has staged the show and has been untiring in his efforts to make every electrical, property, and scenic effects mean everything toward the success of the show.

Sergt. Churchill Goar is manager of the "Speedway Follies." He is assisted by Sergt. Harold T. Rhodes, of Rhode Island, Sergt. Louis Markun and Corporal Arco Conrad, of Indianapolis. This is the one appearance of the "Speedway Follies," and the sign "S. R. O." should be hung out early at the Murat next Wednesday evening, for the frolics of the soldiers always mean an evening of great entertainment, and the Aviation Repair Depot has in its ranks a number of talented men.

BOX HOLDERS

The two proscenium boxes are taken by the post commander, Captain Edward Laughlin on the right, and the Asst. Personnel Adjutant, Lt. A. C. Goodrich on the left.

Mr. and Mrs. Charles E. Coffin, Mr. and Mrs. Meredith Nicholson, Mr. and Mrs. George Rockwood, Mrs. Henry Atkins, Mr. and Mrs. Henry F. Campbell, Mrs. Ovid Butler Jameson and Mrs. Joseph Shaff, Mrs. William Atkins and Mrs. Hervey Perrin, Jr., Miss Elizabeth Fletcher a box for the Rainbow Cheer Society, Mrs. Hugh Drum, Miss Reaume and Mr. G. L. Block.

PATRONS

Mr. and Mrs. Clarence Coffin and Mayor and Mrs. Jewett, Mr. and Mrs. Arthur B. Groves, Mr. and Mrs. Henry Lane Wilson, Mrs. Thomas Kackley, Mrs. Robert Tyndall, Mr. and Mrs. William Bobbs, Mr. and Mrs. Edward McKee, Mr. and Mrs. Ernest Bross, Mrs. William Scott, Mrs. Herbert Woollen, Mrs. William Taylor, Dr. and Mrs. Robert O. McAlexander.

## KHAKI FRIENDSHIPS

### An Appreciation of Our Post Commander

The army is the great leveler of the man power of any democratic nation. This war has used men from all walks of life and it has been good for all professions and vocations to be thrown together in one great lump.

This Post is losing a khaki-clad friend in the person of Capt. Wm. Menkel. He came from the world of letters among mechanics, farmers, artisans and clerks and made a place for himself. He has lived with us, directed our lives and work, and now he leaves us for another post of duty. He may or may not remain with the army, but we will not forget him or allow his friendship to fade from our memory.

Capt. Menkel's direction of this Post has been thorough and careful but never harsh. We have made a notable program under him and his parting leaves a regret that our acquaintance was so short and a hope that at some future date we may meet again. From the last man on K. P. to our new Commander we say, "God speed; Good Luck; Good Bye."

E. W. H.

The above picture is Lieut. Jas. J. Snee, sponsor for the Speedway Follies. The picture was taken while the lieutenant was talking things over with a few of his directors, Mrs. Charles B. Foster, Mr. Walter Pfaff and Mr. Harry Porter.

## CAPTAIN WILLIAM MENKEL

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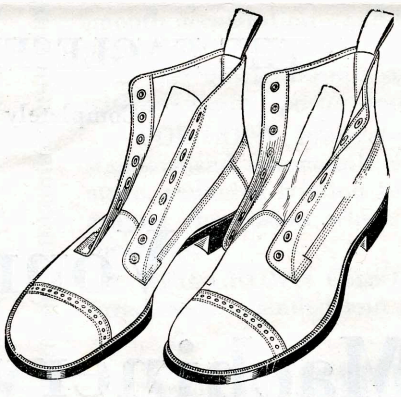

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## TALE SPINS

### Too Permanent

Harold Caldwell, orderly at headquarters, decided to return Wednesday from Ft. Ben, where he had expected to take the "flu." When questioned about it he said he didn't like the "flu"—death was too permanent.

* * *

McNulty was down town Saturday night and one of the fellows from 821 saw him and yelled "Fall in!" Mack did a right dress to a nearby lamp post.

* * *

Lieut. Snee has in his possession about half a dozen strings with nickels on the ends of them. We are wondering what he is going to do with them. Perhaps he will turn them over to the government as souvenirs of the Battle of the Speedway.

* * *

There's a minister down town who thinks that the automobile is a menace to religion. Perhaps his church provided him with a second-hand car.

* * *

Sergeant Baker got a ride with Carlstrom the other day and while they were up the engine stopped. Baker was not a little scared and expected any minute to have to get out and crank it.

* * *

Private J. E. Miller, 821, forgot himself the other night and helped his wife on K. P. Now he's doing it right along. Moral to all married men: Watch your step.

* * *

### Why the Editor Left Town

Hardy Claycomb is confined to his home with the influenze. Miss Minnie Luft is also confined to his bed with the epidemic.—Monmouth (Ill.) *Atlas.*

* * *

Her Little Plan—"I see you a good deal with young Flubdub."

"Yes, auntie."

"I hope you are not going to marry a spendthrift."

"Oh, no. I don't think I'll marry him. But it's nice going around with one."—Louisville *Courier-Journal.*

* * *

Haney has agreed to take charge of this column beginning next week. Hand in all your jokes to him.

## Y. M. C. A.

*Monday*—6:00, Geometry I, Mr. Maze; 7:00, Geometry II, Mr. Maze; 7:30, "The Road to Wealth."

*Tuesday*—6:00, Algebra, Mr. Maze; 6:45, Shorthand and Typewriting, Lain Business College; 7:30, Movies, "Claws of the Hun," Charles Ray.

*Wednesday*—6:00, Geometry I, Mr. Maze; 7:00, Geometry II, Mr. Maze.

*Thursday*—6:00, Algebra, Mr. Maze; 6:45, Typewriting and Shorthand, Lain Business College; 7:00, Regular Religious Service; 7:30, Movies, "World Today," "Polished Villian," "Nature Fakirs."

*Friday*—7:30, Don Wilkins' Jazz Band.

*Saturday*—Write a letter home night.

*Sunday*—9:30, Catholic Mass, Father Byrne; 10:30, Bible Study; 7:00, Vespers.


**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

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## ATHLETICS AND RECREATION AT THIS DEPOT

### Base Ball and Basket Ball Teams Organized and Equipped By Own Enterprise

The necessity for recreation and athletics at the army posts and camps is, of course, being recognized and proper provision has been made for this purpose. In some cases a great deal of assistance was extended by private organizations and individuals in furnishing funds and equipment.

The men at the Aviation Repair Depot at Indianapolis deserve most of the credit for supplying their own athletic equipment. The Depot really began work only last spring, but almost coincident with the military and mechanical operation of the plant athletic activities were also begun. The Athletic Officer appointed by the Commanding Officer of the Depot immediately set to work and obtained the use of grounds adjacent to the depot for a base ball diamond and the boys themselves, with borrowed implements, put the ground into shape for use. Bleacher and backstop were also built and the diamond when finally finished was an excellent one for the purpose. Many match games, both between the squadrons located here and between the Post Team and outside teams, were played. Each squadron formed a team of its own and from the whole Post one select team was picked to represent the whole depot in its contests with outside clubs. On this team were a number of star players who had belonged to professional leagues in civil life. This Post team earned considerable money by its match games played at the base ball park in the city, the proceeds going to the common athletic fund.

A tennis court was also built by the men themselves, on the Post, and is used by the officers and enlisted men.

The Depot was fortunate in having among its enlisted personnel one of the best boxers in the surrounding country. This man undertook the organization of a group of boxers, training them and arranging matches with other army posts. These matches were mostly held during the summer on an outdoor boxing ring on the Post base ball diamond. Thousands of people from the city and the vicinity of the Post were attracted to these contests and the collections taken up on these occasions did much to increase the athletic fund.

Basket ball teams have also been organized and have playet on a section of the base ball diamond where the Y. M. C. A. installed goal posts. The Y. M. C. A. has furnished considerable athletic equipment and the War Camp Community Service has also contributed liberally towards the purchase of supplies of this kind. The bulk of the funds needed, however, for athletic purposes for this depot has been earned by the Depot boxers and the base ball players so that, while the men are grateful for the generosity of outside organizations and individuals for their liberal assistance, the men themselves deserve the most credit for supplying their own athletic facilities.

One of the interesting features of the recreation side of the camp life at this depot has been the Air Service Band. This organization was made up of men from the various squadrons under the direction of one of the officers. The men had to practice at a considerable sacrifice of their own time, inasmuch as they have been busy in the shops all day long, and in order to get together for rehearsal it was necessary for them to give up their evenings for this purpose. In most of the camps the band is a separate institution and the men are given plenty of time for their musical work. At this depot, the band men when not playing their instruments at night or playing at some special function are working over motors in grimy overalls, or peeling spuds in the squadron kitchen. The money for the purchase of the band instruments and sheet music was not donated by any one but was taken entirely from the athletic fund earned by the boys themselves.

While it has been intended by the Government to furnish buildings and other athletic facilities as a part of the great recreational program for army camps, that program has not advanced sufficiently to provide this post with such governmental assistance. The boys of the Aviation Repair Depot have had their athletics and band music as a result of their own enterprise.

## SPORTS
By DON CURLEY.

# YANKEE BOXERS SET TO CLINCH HONORS

### Soldiers and Sailors to Perform in Ring Carnival With Allied Boxers.

Uncle Sam's foremost boxers are all set to start the second foreign "war." It will begin this week when the best representatives of the United States Army and Navy, discarding bayonet and depth bombs for the padded mitt, will try to slug their way to the boxing supremacy of the world.

Practically every Allied Nation will be represented at the big tournament to be held in London, but the British are regarded as the only one likely to give the Yanks any argument worthy of the name.

The Army and Navy boxers are training faithfully in separate camps in England and they are working hard as they sure do intend to bring home the bacon for their old Uncle, and they certainly will if spirit and hard work has anything to do with their success.

Jimmy Dunn and Jack McAuliffe are training the soldier boxers, while Ed Shave is handling the Gobs. The Navy has the larger representation, which includes Joe Cox, of St. Louis and Jack Leine, of Chicago, heavyweights; Harry Greb, of Pittsburg, middleweight; Jack O'Keefe, welterweight; Ritchie Mitchell, of Milwaukee, Joe Kenoshi, of Chicago, Cal Delaney of Cleveland and Billy Welan, of St. Paul, lightweights; Young Cheney, of Baltimore, and Joe Fisher, of New York, featherweights, and Pat Moore of Memphis, bantamweight.

The Army boxers are Eddie McGoorty, of Oshkosh, and Mike O'Dowd, of St. Paul, middleweights; Eddie Coulon, of New Orleans, featherweight; Joe Lynch, of New York, bantamweight, and O. O. Brown, flyweight. Both camps were shifted to London, Monday, and the final elimination bouts started there Tuesday. Here's hoping our boys bring home the trophies, as it will be a standing example of what our military training has done for them, because they have not had a chance to get out of condition, every man Jack of them having been a boxing instructor or an assistant instructor since entering the service.

## SWIMMING NOTES

The swimming meet to be held at the Y. M. C. A. pool, New Years Eve will have Corporal N. E. Darby and Sergeant Don Curley, both of 821, representing the Speedway. Owing to the fact that Curley is a professional athlete, he will not be permitted to compete against the A. A. U. swimmers and divers, but he will give fancy diving and swing diving exhibitions. Curley holds the state championship for giant swing diving. Darby is taking his swimmers to the "Y" pool New Years Eve with the intention of cleaning up. Here's hoping. Go to it, Darby.

## NETZEL AND NEUSBAUM IN ANOTHER CONTEST

M. A. Netzel has another contest scheduled with Neusbaum, the billiard champion, for 200 points. One hundred points will be played at the Board of Trade Billiard Parlors Monday and Wednesday nights of next week and 100 points out here Tuesday and Thursday nights. In the contest a few weeks ago Nuesbaum won by only two points.

## POST QUINTETTE WINS FROM LAUTER GRAYS

The Speedway Basket Ball Five defeated the Lauter Grays, 31 to 30, in an exciting and clean game Friday night, December 6, 1918. It was the first real game our five has played and they showed up exceptionally well with former high school and college players. The first half ended with the Post team on the short end of a 17 to 12 score, but they worked hard and fast, smothering the Lauters in the last period and won out in the last minute of play. It was some game and well appreciated. Lieuts. Hamman and Capelle did great work for the victors and Dempsey, Burns and Wolfe starred for the losers.

## CHALLENGE ACCEPTED

Lieut. Snee, Athletic Officer, has accepted a challenge from Wabash College to play a game of basket ball in Crawfordsville, Ind., Saturday, December 14, 1918. According to the showing our quintette made against the Lauter Grays Friday night, December 6th, we should be able to make Wabash step some.

## DILLON TO BOX

Jack Dillon, the Hoosier Bear Cat, was to battle in Toledo, Friday night, December 13. Dillon is in great shape and all his friends expect him to come home with the long end of the purse. Ted Block is a newcomer from the northwest and is touted as a coming champion, but that worries our Hoosier Champion not a little bit, as he is confident he will be returned the victor. Our good wishes are with Jack because he is a good sport and always willing to battle "free gratis" for a soldiers' benefit show. Dillon will be accompanied by his manager and Sollie Epstein. Epstein will box some good bantam, to be named later. The Toledo promoters wanted to use Don Curley on their card, but could find no opponent for him.

# GREAT PLANS FOR PATRIOTIC WELCOME

Arrangements are being made for a right royal welcome to the famous "Societe des Concerts du Conservatoire," more commonly known as the Conservatory of Paris Symphony Orchestra, M. Andre Messager, conductor, and M. Alfred Cortot, one of France's greatest pianists, when they will be the honor guests of Indiana and Indianapolis, this being the only city in the state where they will be heard. The concert to be given at the Murat Theatre on Monday evening, December 23rd, is under the patronage of the civic interests of the city and an entertainment committee of the following prominent men, members of the Chamber of Commerce have been chosen to represent the close bond of friendship existing between the sister republics: Hon. James P. Goodrich, Hon. Charles W. Jewett, Charles E. Coffin, chirman, Albert J. Beveridge, Edward B. Birge, Henry F. Campbell, Henry R. Danner, George L. Denny, J. I. Holcomb, Alexander R. Holliday, Louis E. Lathrop, Charles Martindale, G. Barret Moxley, James W. Noel, Paul Richey, James E. Roberts, John M. Shaw, Richard Smith, Alexander M. Stewart, Raymond P. Van Camp. The dirctors of the Ona B. Talbot Fine Arts Association and the Indianapolis patronesses, Mrs. Albert J. Beveridge, Mrs. Hugh J. McGowan, Mrs. Meredith Nicholson, Mrs. Hugo O. Pantzer, Mrs. Alexander R. Holliday, Mrs. Albert M. Cole, Mrs. Clarence E. Coffin, Mrs. Agnes Duncan Campbell, Mrs. George O. Rockwood and Ona Bryant-Talbott; Mrs. James P. Goodrich, Mrs. Charles Jewett, Mrs. A. B. Anderson, Mrs. Edward McKee, Mrs. Sylvester Johnston, Mrs. Lawrence D. Chambers, Mrs. Arthur B. Grover, Mrs. Eli Lilly, Mrs. Walter Millikan, Mrs. Ernest Kuefler, Mrs. Stoughton A. Fletcher, Mrs. Charles N. Williams, Mrs. William Bobbs, Mrs. Henry Talbott, Mrs. Henry Lane Wilson, Mrs. Isaac Born, Mrs. Paul White, Mrs. Lucius B. Swift and Mrs. Ernest Bross, are arranging box parties and other social affairs. Complete announcements will be made later.

National Patronage—Mrs. Woodrow Wilson, Mrs. Thomas R. Marshall, Mrs. Robert Lansing, Mrs. William Gibbs McAdoo, Mrs. Newton D. Baker, Madame Jusserand, Mrs. Willard Saulsbury, Mrs. Frank Lyon Polk, Miss Margaret Woodrow Wilson, Madame de Blanpre, Mrs. Perry Belmont, Mrs. Stephen B. Elkins, Mrs. Gibson Fahnstock, Mrs. Eugene Hale, Mrs. John Hays Hammond, Madame Christian Hauge, Mrs. Henry Rea and the members of the French High Commission.

Patronage in Indianapolis—Hon. James P. Goodrich, Governor of Indiana; Hon. Charles W. Jewett, Mayor of Indianapolis. Chamber of Commerce Committee—Charles E. Coffin, Chairman; Albert J. Beveridge, Edward B. Birge, Henry F. Campbell, Eugene H. Darrach, Henry R. Danner, George L. Denny, J. I. Holcomb, Alexander R. Holliday, Louis E. Lathrop, Charles Martindale, G. Barret Moxley, James W. Noel, Paul Ritchey, James E. Roberts, John M. Shaw, Richard Smith, Alexander M. Stewart, Raymond P. Van Camp.

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### B. F. KEITH'S.

The fact that vaudeville is the real field for specialists is becoming more pronounced each season. Patrons of the varieties want and demand the best. Vaudeville managers and agents are always on the lookout for new faces and exceptional talent. Anything that is new or original will get a hearing, providing the offering entertains and is above criticism. The list is long and none are barred. Merit counts and specialists are given first choice. The public wants to be amused. Problem plays, unhappy wedded life and suggestive themes are in the discard. "Always leave them laughing when you say good-bye" is the slogan for today. If you are a talented musician, and can prove it, vaudeville wants you. Incorporate in your program some of the classics, but don't be above appealing to those who have no musical education. Popular numbers are enjoyed by all. If you have an exceptional voice, give it to the world, sing understandable songs; laughter in the voice is better than a tear. If you are the life of the party around the home, you might succeed as a comedian, but don't try to "get by" with a selection of jokes which others have told before you. Be original, be a specialist. If you have developed some particular novel or hazardous stunt, try to make it better. Practice will do it. Don't be afraid to work; theatrical success is based on hard work, practice and more hard work. Follow the above formula and if you do not develop too large a case of "artistic temperament" some day you'll be a star, have your picture in the papers and your name in electric lights over the door of the biggest vaudeville theaters.

### "ROCK-A-BYE BABY," CHRISTMAS AT SHUBERT MURAT, INDIANAPOLIS.

Commencing with a matinee Christmas, Wednesday, December 25th, Selwyn and Company will present their new musical comedy, "Rock-a-Bye Baby," for four nights and two matinees at the Shubert Murat Theater. You can't afford to miss it. What's more, you won't.

All the advance notices are conservative alongside the comments of both critics and public which followed the presentation of this piece at the Astor Theater, New York, where it was an instantaneous success. Not only did they agree that it was more than worth while as a musical comedy, but that it was distinctly and decidedly in a class by itself, viewed merely from the standpoint of feminine loveliness.

Just for fear that there may be some, however, who get the idea that "Rock-A-Bye Baby" depends solely on its girls for its attractiveness as an entertainment, it is well to bear in mind that the book, which was done by Margaret Mayo and Edgar Allan Woolf, is unquestionably one of the funniest farces ever produced. Those who have seen "Rock-A-Bye Baby" declare that it is best described as one long and prolonged whoop of joy.

The music, by Jerome Kern, is the kind that sets your lips to puckering and your feet to tapping. There is that quality to Mr. Kern's music that makes for its popular appeal. You can—and will—hum it and whistle it. To go with the music are scores of lyrics by Herbert Reynolds, whose lyrics have been the hit of several of the early season's successes.

Slwyn and Company, under whose management "Rock-A-Bye Baby" is presented, have spared nothing in the way of expense to gather a cast par excellence. Jefferson d'Angelis is too well known to require more than the announcement that he is to appear to bring hundreds of followers to the theater. Edna Hibbard, Walter Lawrence and the others in the company promise much, and what's more, fulfill their promise as entertainers.

"Rock-A-Bye Baby" is distinctly worth while.

### FRED STONE, POPULAR COMEDIAN, TO MAKE HIS CINEMA DEBUT IN GREAT ARTCRAFT PHOTO-PLAY, "THE GOAT."

**Famous Star, Known for His Athletic Prowess and Skill in All Forms of Gymnastic Work, Has a Delightful Role in His Initial Motion Picture Starring Vehicle.**

Fred Stone, for many years a foremost comedian in musical comedies, makes his public debut in motion pictures in "The Goat," a splendid photoplay which will be seen in the Circle Theater next week. Mr. Stone is noted for his athletic prowess and his skill in all forms of agile and dexterous gymnastic work. Upon the stage, in many of his finest musical comedy productions, he gave continuously new examples of his expertness in this direction.

Mr. Stone is, perhaps, best known for his eccentric comedy roles, such as in "The Wizard of Oz," but in "The Goat" it will be Fred Stone almost in personae propia, so far as make-up is concerned. The character he portrays in "The Goat" is that of a young iron worker who is infatuated with the movies, and he has many interesting adventures. The play abounds in moments of real pathos, human nature, and, above all, wholesome comedy.

Despite the fact that most of Mr. Stone's great successes had their origin on Broadway, he is as well known throughout the country as he is in New York. Practically every one of the stage productions in which he has appeared has been a tremendous success on the road, and he has achieved a popularity all over America second to that of no other comedian of the stage. His screen debut in "The Goat" will undoubtedly be watched with the greatest interest, and it will bring out in force the numerous Stone admirers everywhere.

### "FROM PROGRAM BOY TO MANAGER" IS THEATRICAL CAREER OF NELSON GILL TROWBRIDGE.

"From Program Boy to Manager" has marked the theatrical career of Nelson Gill Trowbridge, who for eighteen years was connected with the Valentine Theater, Toledo, Ohio, and is now manager of the Shubert Murat Theater.

Two musical attractions were given free to the soldiers stationed in Indianapolis during the early part of the season through the courtesy of the Shubert Murat Theater, the Messrs. Shubert and Nelson G. Trowbridge, manager of the house. "Maytime" was first given on Sunday night, September 29, and "Leave It To Jane" Sunday night, November 3. At the latter performance there were some 2,200 soldiers in the audience.

Nelson G. Trowbridge, manager of the Shubert Murat Theater, before coming to Indianapolis in August, 1915, was manager of the Auditorium Theater, Toledo, Ohio, a Shubert house, and Had not the war come to an end Novemtine Theater, Toledo, a Klaw and Erlanger house, and one of the most beautiful theaters in the United States. Had the war come to an end November 11th, other theater parties would have undoubtedly been arranged for the uniformed men at the Shubert Murat Theater, the only house in Indianapolis which has given free performances to the soldiers, and all of these were entirely arranged at the suggestion, and plans were carried out and perfected through the efforts of the manager of the Shubert Murat Theater.

### FRENCH ORCHESTRA AT MURAT THEATRE, DECEMBER 23.

Under the auspices of the French Government the Symphony Orchestra of the "Societe des Concerts du Conservatoire," the French national institution, better known in America as the Symphony Orchestra of the Conservatory of Pars, is visiting the United States for a concert tour of the leading cities. This orchestra is composed of eighty-six artists, many of whom wear honor decorations. M. Alfred Cortot, the celebrated French pianist, and other world-famous soloists will also appear with this historic organization, which is the oldest and most famous orchestral society in France and this, its first journey to America, will be epoch-making.

For the advancement of the "entente cordiale" between France and the United States it has been arranged, through the co-operation of the French High Commission and the United States Government to bring to America this most highly prized orchestral possession of France. The tour will be made under the auspices of the French-American Association for Musical Art in New York, and the executive committee includes Otto H. Kahn, Chairman; Frederick G. Bourne, James Byrne, Andre de Coppet, Henry P. Davidson, Henry C. Frick, Robert Goelet, Augustus D. Juillard, Clarence H. Mackay, John D. Rockefeller, Jr., Charles H. Sabin, William K. Vanderbilt, Henry Walters and George W. Wickersham.

The conductor of the orchestra is Andre Messager, by common consent one of the most brilliant orchestral leaders of Europe. Andre Messager was born at Montlucon (Allier), December 30, 1853. Like Gabriel Faure, his entire musical education was obtained at the Niedermeyer School ot Religious Music, where he had as Masters Eugene Gigout for counterpoint, Adam Laussel for piano, and C. Lorel for organ. He enjoyed the closest friendship with Saint-Saens, to whom he looked for counsel. On leaving school Messager became organist to the choir of St. Sulpice and later was organist at St. Paul, and musical director at Sainte-Marie de Batignolles. M. Messager's art has been manifested in three different forms, as composer, as opera conductor and orchestral leader. Some of the most successful recent operas presented in Paris were from his pen, and as conductor of the Paris Opera he won added distinction. Upon the death of G. Marty in 1908 Messager was apponted conductor of the Societe des Concerts du Conservatoire and he has since then presided over the destinies of this celebrated organization wth great distinction.


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McINTOSH and MUSICAL MAIDS
Scotch Lads and Lassies.

Popular
STUART BARNES
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Week Starting Sunday, Dec. 15.

The Cyclone in Man's Clothing

FRED STONE

Star of "Jack O' Lantern," "The Red Mill," "Chin Chin" and member of the famous Musical Comedy Team of MONTGOMERY AND STONE

in his first motion picture

"THE GOAT"

A Story of the Motion Picture Studios in which the inimitable Stone performs all his sensational Stunts.

NEWS WEEKLY—SCENIC PICTURE—
JIMMY FLAGG COMEDY
SOLOIST—CIRCLE ORCHESTRA.

MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Dec. 16th

Watson's Orientals

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CONTINUOUS VAUDEVILLE
A Whale of a Show For
10c——20c——30c

ALHAMBRA
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ISIS ALWAYS 10c
GOOD PICTURES
GOOD MUSIC
*Across from Terminal Station*

CHRISTMAS NUMBER

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Dec. 21, 1918 | Number 13

# Christmas Greetings

## "KEEWEES" BECOME ACES IN "FOLLIES"

### Bulletins Dropped by Airplanes Over Indianapolis Advertise Show That Draws Packed House.

### Minstrels, Extravaganzas, Olios and Specialties Make Big Hit.

"The Speedway Follies" at the Murat Theater Wednesday night played to a packed house and gave an impression of a soldier's barrack life and foibles, together with a varied program to an appreciative audience.

The first scene was the interior of a Speedway barracks with the minstrels sleeping on their cots. At the sound of the bugle, the top sergeant, Sgt. Carl Weinbrecht, calls them and is greeted with a shower of shoes. Breakfast is announced by K. P. Pvt. Bruce M. Kennard who takes their orders. During the wait the men dress and the minstrel starts with the four whitefaced comedians, O. C. Walton, James Boudreau, Sgt. Victor Holm and Cpl. Harry E. Nettie, and black-faced comedians, Sgt. Frank Kretzer, Cpl. Carl Wagner, Sgt. Luther Rodgers and Will J. Haney joining in a review of minstrel wit relating to army life and in specialty dances. Carl Wagner's track walking joke was one of the best. Haney's dancing went across big, as well as the singing. The quartette was composed of Delmar Baittie, first tenor; Edwin Snyder, tenor; Clifford A. Mott, first bass; Sgt. Louis A. North, second bass. Soloists, Clifford A. Mott, Cpl. Churchill Goar and Sgt. Mardo Kaehn were all appreciated.

The blackfaced comedians, with Lieut. Snee as commander and interlocutor, sprung a lot of jokes and poked fun at officers of the Post. Haney asks the Lieutenant if he knows in what way Captain Laughlin is like a piano and then characterizes him as grand, upright and square. The minstrels, which were directed by Harry Porter, were loudly applauded. The dancers were: N. H. Peterson, O. W. Smith, James Fallon, Clarence F. Prange, Abe Blatt, Harold T. Rhodes, Walter Canfield, David Martin, Louis R. Markum, Ralph Del Vecchi, Don Curley, John F. McGowan. The Chorus: John Schmale, Joe Davis, Francis W. Bartholome, Gabriel C. Wells, Dwight C. McFadden, Arlando M. Vandiver, Rex. Balfour, Samuel N. Swartly, Paul Weis, Harold Peterson, Elmer J. Schwegman, William Rex Thomas, Ira Pendry, Ralph R. Marsh and Frank S. Johns.

(Continued on Page Five, Col. 1.)

*Wouldn't this be a grand and glorious feeling for all the Speedway Boys?*

## Christmas Greens

*(By W. M. HERSCHELL.)*

*Sing a song of the Christmas Greens*
*And sing of the man who goes*
*Swinging them o'er the merchant's door*
*And under the cynic's nose.*
*Hang them high in the window there,*
*Hang them low in the hallway bare,*
*Arch them over the house of prayer,*
*And down where the dead repose.*

*Love finds voice in the Christmas Greens,*
*In holly and spruce and fir;*
*In swains that go where the mistletoe*
*Hangs over the head of her.*
*Age forgets it is old and gray,*
*Feels the thrill of the smilax spray,*
*Sings and dances till dawn of day*
*Though burden of years demur.*

*God puts good in the Christmas Greens,*
*Their beauty new joy instills;*
*They make hearts glad instead of sad*
*And banish our human ills.*
*They bring a smile where once was blight,*
*They flood the soul with living light*
*Fair as the Star that shone that Night*
*In the far Judean hills.*

## FRENCH ORCHESTRA HERE MONDAY

### CHAMBER OF COMMERCE PLANS PATRIOTIC WELCOME.

Entertainment of the members of the French Symphony Orchestra of Paris, which will play a concert at the Murat Theater Monday night, was arranged by the directors of the Indianapolis Chamber of Commerce last night. Charles E. Coffin heads the reception committee, which is composed of forty men.

The other members of the committee are William Fortune, Governor Goodrich, Mayor Jewett, Edward B. Birge, Henry R. Danner, George L. Denny, Alex R. Holliday, Charles Martindale, James W. Noel, James E. Roberts, Alex M. Stewart, Richard Smith, the Rev. M. C. Pearson, Rabbi Morris Feuerlich, O. B. Iles, Frank E. Shepard, Robert E. Springsteen, Samuel M. Ralston, Capt. G. W. Cobb, Ralph M. Snyder, Adj. Gen. Harry B. Smith, Commander J. A. Bell, Alexander Ernestinoff, Charles A. Bookwalter, W. E. Smith, Claude Michelon, Albert J. Beveridge, Henry F. Campbell, Eugene H. Darrach, J. I. Holcomb, Louis E. Lathrop, G. Barret Moxley, Paul I. Richey, John M. Shaw, Raymond P. VanCamp, Bishop Joseph M. Francis, the Rev. Francis H. Gavisk, Thomas C. Howe, John C. Ruckelshaus, Robert Lieber, A. L. Taggart, M. E. Foley, Col. Wildurr Willing, Capt. Edward McLaughlin, Maj. Robert Baltzell, Charles Failles, Edward Nell, Fred C. Gardner, E. E. Gates and Herbert Foltz.

The reception committee will meet the Frenchmen at the train, which arrives at 7 o'clock Monday morning. At 10 a. m. the party will go to the State House, where William Fortune, president of the Indianapolis Chamber of Commerce, and Governor Goodrich will address the men. M. Messenger, conductor of the orchestra, will respond for the Frenchmen. An hour later they will gather at the City Hall, where Mayor Jewett will welcome them to the city. At 11:30 a. m. the Motor Corps and the Automobile Trade Association will entertain the visiting musicians with a motor tour of the city.

A luncheon will be given at the Chamber of Commerce at 1 p. m., at which Mr. Coffin will preside. Speeches will be made by Mr. Fortune, Mr. Messager and Charles A. Bookwalter. The luncheon will be open to nonmembers and plates at $1 each may be obtained at the secretary's office. The orchestra will play the concert at 8:15 p. m. Ona B. Talbott is in charge of the concert.

9409
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# SQUADRON NOTES

## 809.

First Lieut. Austin B. Mason, A. S. A., who recently came to the Speedway from Washington, D. C., has been attached to 809. Lieut. Mason has served in France and has the great honor of wearing the Croix De Guerre.

Sgt. Carl E. Larson received the sad news of his sister's death and left for Spokane, Washington, on a ten day furlough. The entire squadron extends its sympathy to him.

Sgt. Morgan and Corp. Quigley, high moguls of the guard, will leave immediately after receiving their discharges in the Ford "Limousine" for a sightseeing trip through Kentucky.

Owing to the extreme cold nights at the Speedway, Sgt. Major Marsh has had to seek a warmer climate in the city.

Edwin J. Snyder, famous tenor and cash register expert, is planning on taking the fatal step and assuming some responsibility. He says that they would have been married long ago, but her father quit issuing "canteen" checks.

Sgt. Frank Craft has been in the army so long that he had to have his left sleeve lengthened in order to get all of his service stripes on.

Speaking of service stripes, Private Troxel has received the consent of his superiors to wear one stripe, although he really isn't entitled to one, having been in the service only five months.

Notice: Anyone finding my eyebrow tweezers return same to me immediately, as my eyebrows are running wild.—Sgt. Sammons.

According to the press reports of the Indianapolis papers and the general opinion of the public, the Speedway "Follies" was a great success. This squadron deserves a great deal of credit for its part in the production and as it has never had any writeups in the city papers, we take the opportunity of doing so. Other squadrons received the credit and 809 did a large part of the work. The following men did much towards making the show a success and deserve much credit: McGowan, Mott, North, Powell and Snyder.

Pancake Mott says that acting is soft picking compared to picking prunes.

Sgt. Erwin A. Price, the California brakeman, worked overtime the other night, breaking dates for Sgts. Carr and Fishlein but claims that he struck a good many clinkers.

Fulton—"Say, Conners, what is a polecat? Parker said he saw one on his post tonight and he says that they have three stripes on their backs."

Connors—"My boy, a polecat is a sergeant skunk."

## 810.

Sherman P. Hickey, of Saginaw, Mich., and Frank P. Lawley, Millersburg, Pa., are playing for honors of their respective states as well as for championships of Squad Room A, at the Post Exchange—date to be announced later, and the crowd is asked to be especially quiet so as not to annoy the players.

WANTED: One good clock-maker to fix the Cook's clock—seems it is always slow—we would like to have at least one meal on time before the squadron is disbanded.

Squad Room B—telling of their hunting exploits—Boyd says: "I counted exactly 1641 crows between the house and barn, at my home, one morning as I started to work."

We are glad to welcome Breese, North, and Varns back from the Hospital.

Scholler (recently married in Cincinnati) has settled down for life. Goes about with a sober face and seems to enjoy being a "kind and obedient husband" and supporting his wife on an army salary.

Fred Winn—out every other night—we don't know where, but he surely goes pretty regularly.

What would poor Ficken do if he failed to receive his daily letter? Won't it be one great day when that fine lady meets him after he is released?

M. S. E. Grosbeck is a lover of "Good" music. He often comes out of his room to express his words of appreciation(?) to Peters, Cooper and Bracken Co. during a rehearsal. Since Ira put on his "Wild West Act" last Tuesday evening we wonder if the fellows will combine and put on a real show to compete with the "Speedway Follies."

Information Wanted: In what profession will Krasny be most successful—barber, K. P., or bugler?

We know Bowen believes in showing his lady friends a good time. He had three of them down to the Terminal the other evening and he presented each one with a bag of popcorn.

Page advertises an umbrella for sale. Says he can't stand for the kidding in the *DOPE* columns.

Talk about 821 Follies. They charge $1.50 each to see theirs! 810 beats them all and admission is free to enlisted men. (Expense starts only when Officers appear.)

We hear a great deal about stunt flyers. Groves must be an expert, as he recently did a nose dive for us inside the barracks.

Ask Shorty S. what he thinks of the 810 initiation.

The Amen Corner has been having its daily sessions and beg to submit the following daily minutes of its meetings. These minutes are of a necessity of a very condensed and brief nature, and only the most essential facts are noted.

Monday—Sgt. Nappy Arnold in the chair. Subject of the day's discussion: What is the proper procedure when one is tempted by strong drink? After much deliberation a committee was appointed from the chair to experiment and investigate. Sgt. Netzel, chairman, Schlayer, Oldfield, Diack.

Tuesday—Sgt. Scotty Bradford in the chair. Subject to be discussed: Does work ever prove detrimental to character? A very heated discussion took place first as to just what constituted work, as opinions varied widely as to that, so a committee was appointed to report at the next meeting: Sgt. Baer, chairman, Findley, Holcombe, Ducci, Salisbury.

Wednesday—Sgt. Baker presiding. Subject: Will taxi-cabs be profitable after the war? The chair then proceeded to discuss the question and from his previous service he was very well qualified, and laid down as his opinion that they would be most profitable. He intends to back up this opinion by driving one when mustered out. There were no objections to this decision.

Thursday—Private Varas in chair. Subject to be discussed: When will we return to our dear ones at home? A committee was appointed: Corp. Lawley, chairman, I. R. Smith, Kokomo, Wertz. The committee went into immediate session and moved to lay the question on the table until some future date, as the evidence was too conflicting.

Friday—Sgt. G. E. Oerding in chair. Subject: Why a basket ball team should always win by head work? A committee consisting of members of the team was appointed and gave as their decision that it was not always successful, as per the chair himself.

Saturday—Sgt. Vilroy North presiding. Subject: When sick is it correct form to shave or should the beard be permitted to grow. Sgt. North states from personal experience that it is best not to allow the beard to grow. The entire audience agreed emphatically, as they saw him while the experiment was in progress.

## 811.

This man never gave us the smallest reason to doubt his truthfulness. His word has always been respected, that is the reason we believed him when he was telling of overhearing Mess Sergeant Hayden request that Lieutenant Emerson muster him out three or four days ahead of the rest of us. "If I can get two or three days' start, I know they will never catch me, Lieutenant. Otherwise I will have to lock the pantry door and crawl in one of the flour bins for protection." You have our deepest sympathy, Frank, because we know what it means when Lieutenant Emerson smiles and utters not a word. Your insurance was an investment your relatives will never regret, be it known much wiser than serving beans and hash.

Corporal Shaw received a ten day furlough to visit his father at Winslow, Ind., who is seriously ill.

Privates Ronald A. Wilmarth and William H. Chapman received honorable discharges and left for their homes Tuesday. They received their discharge on urgent industrial claims. We wish them the best of luck and hope we will soon be with them.

First Lieutenant Wm. H. Fitzpatrick, Jr., and Second Lieutenant Edgar A. Stanton, who have been connected with this Depot for some time, were transferred to this Squadron the first of the week. Lieutenant Fitzpatrick, assigned; Lieutenant Stanton, attached.

Cook McGee, Sergeant Dean and Beatty, who have been confined at the Base Hospital, Ft. Benjamin Harrison, are improving rapidly and expect to eat Christmas dinner with us. We are expecting to have a dinner that will make the one we had Thanksgiving look sick, and a few of the actors from the Speedway "Follies" to perform for us. The last big time together, boys.

## 821.

During the hot discussion between the cooks and starving 821 men last Saturday night, "Knock-'em-cold" Ashley broke out with, "Men, we'll have scrambled auto parts for breakfast. Finkelstein is on tomorrow."

What's the matter, Thompson? Did you have an attack of indigestion during the food riot last Saturday night?

Hereafter we'll have to hold our slumber parties outside the barracks so Thompson can sleep.

Since the shoe episode last week it has been noticed that "Apron-string" Boger does not use syrup on his hot cakes. He's a tough guy alright since he joined the army.

From the run that is being made on the supply room and office, the men all seem to have run out of shirts, discharges and furloughs.

Get all you can, boys, this may be the last time you will ever have a chance to be in the army.

Beauchampe says, "It only makes a fool out of him to get a furlough for 12 days." He has no kick coming on the army, only getting up so early, and the "clean-up squad." And he lives at home and don't get in on any of them. If he keeps this up, we will have to send him to the Post Exchange.

Stevens has reported back to the Squadron for duty. He says he don't like the grub at the officers' mess.

The boys are all wondering if A. Rapp has more than one move and if the other one is slower than this one. He does manage to get in in time to grab the last cot.

M. S. E. Kreger has a smile on his face like a "Chessie Cat" eating hornets since he got over to the garage. Gaskell says, "The only thing that kept him from getting that job was he couldn't do the work." And we all know that Fishbein was in line for the place, but his time was taken up with the show. That boy sure "dug in" when he did get started.

Sergeant Lloyd says if the War Department has as much trouble keeping track of the men in the army as he does making out a "Sunday stay-in list" with the "showmen" out, he sure feels sorry for them. He says the only thing that keeps him alive is eating.

Thoughts of home, and a discharge "some time."

We are all with you, "Top." "Get on them cots, men."

## HEADQUARTERS

C. D. Mattox, Sgt.-Major Personnel Office, is the envy of all the men at this station. They see him walking down the streets of the Post and look at him with envious eyes, thinking he is carrying with him all the knowledge as to when we are going to get our discharges. Boys, it's not because he is carrying with him any inside information that makes him look so solemn, it's because he knows he will be one of the last ones to leave the Post, if the discharge orders ever do come through.

Sergeant Mace and Corporal Taylor, wizards of the disbursing office, got some high ideas into their heads Tuesday and relieved the strain by taking a ride with Carlstrom. One of the scorpians suggested that the height they attained was about as near heaven as they will ever get.

Miss Florence Parsons, the Commanding Officer's stenographer, is now trying to figure out some way to fool the Speedway Aviators into thinking she's one of the boys so she can get a ride. Thoburn might loan her his aviator's suit and helmet. Surely she could get by in that outfit.

Sergeant-Major: "I just got a call for a couple fellows to go out for dinner. Who wants to go"

Silence reigns.

Sgt.-Maj.: "Well, what's the matter, don't any of you fellows want to go? Fleischeur, what's the matter with you?"

Fleischeur: "I don't know. What else do they offer?"

Sgt.-Maj.: "Gosh, I don't know as they offer anything else. What more would you want than a good feed?"

Fleischeur (after a little meditation): "Of course if the family has a Pierce-Arrow or Packard, a daughter about twenty with dark hair and dreamy eyes, a nice fireplace and cigars, 'n everything, I might consider it."

Ralph M. Marsh seems to like flying pretty well. He was up twice in succession Thursday forenoon in a plane piloted by the Adjutant.

Headquarters was pleased to see the Adjutant, Ralph M. Snyder, back at his work again, having just returned Sunday from a ten day leave of absence. Lieut. A. C. Goodrich was acting adjutant during his absence.

Lieut. Wm. R. Parker, a lubrication expert, returned Thursday from Detroit, where he has been helping out the Aircraft Production Company. Having completed the work assigned to him there he has returned for duty at this station.

Harold Caldwell, who went home a few days ago on a furlough, has been unable to return on account of illness.

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

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# ENGINEERING DEPARTMENT

## ENGINEERING OFFICE

Corporal Stricker has gone to his home in Detroit, Mich., on a ten day furlough.

Steadfelt is spending 48 hours in Lafayette. Possibly that's enough.

Wells and Haney are busy talking about the soldier show they are going to take out when they get their discharges. They have the financial backing already.

Crump didn't go to the show. He couldn't spare the money.

Nig Henry and Retsick are good boosters for the "Follies." Both say they had their money's worth.

Futransky hasn't a word to say about the discharge we hope to get by Christmas. He is a queer creature and some of these days he will surely let it out.

Oh, we miss Markum and Goar. But when they come back neither will have time to draw pictures or write playlets.

Nig Henry says: "If Stricker had a few more brains he would be just about halfwitted." Stricker has a charley-horse.

Rowe and Thomas, two Indianapolis rookies, say they would have liked to have seen service in Kelly Field so they could then be regular soldiers.

## CONCERNING CONSERVATION

An army camp is not exactly a retreat for the world's best dressers, but there is nothing in the manual of arms to prevent a soldier from looking like a gentleman. Show me a soldier with a clean, trim uniform, and with clothes, hair, teeth and shoes well brushed, and I'll show you the fellow who'll be right on the job when the next bunch of chevrons are issued. The slouchy, ill-kept soldier who barely gets by or who doesn't get by at inspection and who always looks as if he had been three or four months in muddy trenches, is usually the boy who gets the bye-bye sign when it comes to advancement.

Untidiness means waste, and as a rule comes more often from ignorance and carelessness than pure cussedness. A few simple rules, if carried out faithfully by each man, would save the government thousands of dollars, and would cost the man himself scarcely a moment of time or trouble. Here are some of the don'ts which, when observed, mark the man of sense and the soldier of ability.

If your clothing becomes torn don't neglect immediate repairs. When the rips and tears are small they can be mended quickly, and the article made far more serviceable than if you wait until it is half gone and then try to revive it. Remember, great rents from little rippings grow. And, besides, rents let in the drafts, and drafts are dangerous in chilly weather. While you patch and mend you can cheer yourself with that sweet ballad: "If Mother Could Only See Me Now."

Don't wipe your dirty hands on your breeches. You know you were brought up better than that.

Don't hesitate to wash your clothes frequently. About the only conservation some fellows have practiced is on soap and water, and the ban is off on that these days. Don't treat 'em too rough while you're leading them around on the washboard. Remember, your muscles are somewhat stronger than those of the washlady back home. Save the football tactics for the gridiron. Soap should be thoroughly squeezed out of the goods before rinsing, as the pouring of fresh water in dirty suds will set the dirt right back in the fabric.

Don't hang wet clothes to dry by a hot fire. Let 'em dry out gradually. Also, don't try to brush garments while they are damp, as it is very hard on the goods.

Don't hang up clothes by a button hole or a belt loop. Army duds are strong, and suffer a lot without complaint, but there's a limit to everything.

Don't jerk off your coat without more than half unbuttoning it. And don't fight your way into it. Put it on easily, with as little strain as possible and thus avoid weakening the same.

Don't forget that your clothes are, in a way, merely lent you by Uncle Sam. Do him the honor to treat 'em with at least as much respect as though you had to pay the tailor bill. It is a strangely noticeable fact that the man who is careless about his clothes in camp is the man who never had good clothes before coming to camp. Don't lay yourself open to suspicion.

It has been remarked many times with great truthfulness that "a good-looking soldier always gets along." Well, the Conservation-Reclamation Company at this camp is here to help every fellow make the most of his personal beauty. Give us a chance.

## TO COMPLETE TRAINING FOR DISCHARGES

In an interview granted to newspaper men recently, Secretary of War Baker outlined the War Department's policy as affecting promotions and appointments of officers, as follows:

The order prohibiting promotions and appointments to commissions found a great many men who were in process of preparing for a commissioned service in the training schools, and a substantial number of officers who, having made good in the particular grade in which they were serving, had been recommended for higher grades, their papers being in the process of passing through the Adjutant General's office when promotions were suspended.

The policy of the Department with regard to these cases is to let the men who were in training for commissions complete their training course if they desire, and on their graduation from the schools to commission them in the reserve with the grade attained in the school, if they want it. In those cases of men in the service who have been recommended and approved for promotion, the policy, so far as it is possible to carry it out, is to give them on going out a commission in the grade to which they have been recommended, so that if a man is a lieutenant and has been recommended and approved to be captain, if he wants a reserve commission he will receive a captain's reserve commission, and if he should be called back into the service he will be called back as a captain.

The object of the Department is to allow no man to lose rank by reason of the signing of the armistice, if he had in fact matured for the new rank. If he was in the process of maturing, we want to continue, so far as possible, to give him the opportunity to win the new rank.

## SERVICE STRIPES FOR MEN ON THIS SIDE

The following order has been received from the war department:

"The President desires, on behalf of the nation, to express his appreciation of the vitally essential and self-sacrificing service given by officers and men whom military necessity has held and is holding for the performance of duties outside the theatre of active operations. Their contribution to military success is no less than that of those who have had opportunity for serving at the front. On them developed the creation of the great armies of the nation and their supply with the equipment and stores indispensible to military operation. Without them, the troops abroad could have accomplished nothing. In many instances their retention on home duty has been due to their exceptional military and administrative efficiency. They have been in readiness for any service which the interests of the government required them to perform, and have been cheerful and without thought of self when given duties not in accordance with their own desires. The country holds in grateful appreciation the fundamental service they have rendered in the winning of the war.

"A silver chevron of the same pattern, and worn in the same manner as the gold chevron by each officer, field clerk and enlisted man, who has served for six months during the present war outside the theater of operations, and an additional silver chevron for each six months of similar service thereafter. The silver chevron will not be worn by those required to wear either the gold or blue war-service chevron.

"By order of the Secretary of War.
"PEYTON C. MARCH,
General, Chief of Staff.
"P. C. Harris, the Adjutant General."

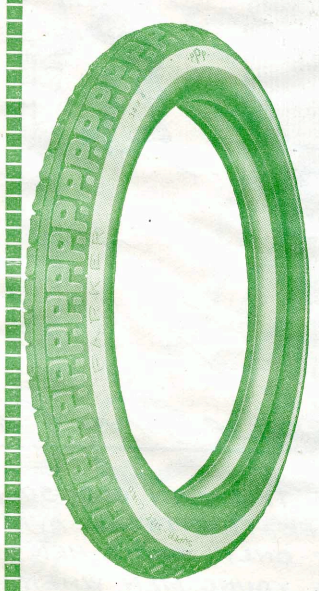
## AHOY, LUBBERS! SIR TOM WANTS TO TRY IT AGAIN

### Sir Thomas' Challenge a Big Surprise to New York Yacht Club.

Sir Thomas Lipton, the English tea and spice king, has sent another challenge to America for a yacht race to try to "lift" the American cup, historically known as the trophy for the "blue ribbon" event of yachting between the United States and England. Sir Thomas has sent three yachts across to compete with the American built craft, but to no avail, as they were always sent home defeated.

The next trophy race will probably be sailed next September or October. When the race is held Uncle Sam will be represented by the good yacht Resolute and Great Britain by the Shamrock IV.

PARKER TIRES
SUPER-SIZE CORD



THE PARKER TIRE & RUBBER CO.

P. P. Parker, President

1014 MERCHANTS BANK BLDG.

INDIANAPOLIS, IND.

## BANQUET AND RECEPTION FOR CAPT. WM. MENKEL

A farewell banquet and reception was tendered Captain William Menkel by the officers of the Aviation Repair Depot shortly before his departure from this command to the Aviation General Supply Depot at Little Rock, Ark.

The affair was held at the Lincoln Hotel, December 10, 1918.

In addition to the Officers of the Post who attended, Lieutenant-Colonel A. W. Robins, District Supervisor, and his staff, consisting of Majors King and Varnell, Lieutenants Groom and McIlvine, and the following civilians were present: Walter Pfaff, Director War Camp Community Service; Wallace Lee, Secretary and Treasurer Indianapolis Light & Heat Company; Thomas Wynne, Vice President, Indianapolis Light & Heat Company; Ray Brown, Coffin-Brown Automobile Company; A. L. Block and Jerry Lyons, of L. Strauss & Company, and W. R. Secor, Manager of Lincoln Hotel.

Governor Goodrich and Mayor Jewett were also invited, but were unable to be present. The Governor sent an autographed copy of poems by James Whitcomb Riley. This book was further autographed by all present.

Captain Laughlin presided as toastmaster and in happy manner reflected the thoughts of all the men who had gathered to do honor to Captain Menkel.

Lieutenants Wilbur T. Emerson and John P. Ramsey constituted the Committee on Arrangements.

## FRANK H. BLACKLEDGE, JR.

Frank H. Blackledge, Jr., 810th Aero Squadron, died at Ft. Benjamin Harrison Hospital with pneumonia, Thursday evening, Dec. 19, 1918. Blackledge was the son of a prominent attorney in Indianapolis, and has been a popular soldier among the men at this Post. This is the third death at the Post as a result of influenza and pneumonia.

## Christmas Eve Dance at Tomlinson Hall

### UNDER DIRECTION OF WAR CAMP COMMUNITY SERVICE—XMAS TREE AN' EVERYTHING.

One of the biggest entertainments yet offered to soldiers in and around Indianapolis is the Christmas Eve affair at Tomlinson Hall under the direction of the War Camp Community Service. Mr. Walter Pfaff has extended to the men at the Speedway a special invitation to attend. He has secured a large Christmas tree and says he is going to have it covered with toys and candy, and refreshments will be in abundance.

Mitchell's Military Band will probably furnish the music for the dance, and Indianapolis girls, whom you have already met or will want to meet, will be there to help make it the success it is sure to be. All who have to stay in Indianapolis over Christmas will do well to let their steps lead them to Tomlinson Hall to arrive about 8 o'clock, December 24th, Christmas eve.

## FOUR CHRISTMAS TREES TO BE ERECTED ON CIRCLE

### Carolers Will Sing Christmas Songs Over the Entire City.

The Carolers will take part in a program on Christmas eve at the Circle where four Christmas trees will be erected under the direction of Mr. Harry Porter, of the War Camp Community Service, and will be covered with beautifully colored electric lights. A Chorus of Colored singers will take part in the program. The ringing of chimes will also add much to this holiday celebration. Christmas in Indianapolis for soldiers promises to be a most happy and memorable time.

The old English custom of Carolers for Christmas eve will be observed. Under the direction of Miss Charlotte Galpin, of the War Camp Community Service, large groups of individuals are now practicing and will cover the whole city, and not a single lighted candle is to be missed.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Speedway, Ind. Telephone Belmont 1700.

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PVT. 1ST CL. CLAUDE C. CASTETTER
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CORPORAL R. F. TAYLOR--------
--------Assistant Business Manager
CORPORAL BRYANT COMSTOCK---
----------Reporter 809th Squadron
SGT. 1ST CL. R. P. CONNORS------
---------Reporter 810th Squadron
COOK LEO KALB----------
----------Reporter 811th Squadron
SGT. H. P. PRICE----------
--------Reporter Q. M. Detachment
PVT. S. R. FUTRANSKY----------
---------Reporter Engineers Office
SGT. 1ST CL. NORTON A. FISCHBEIN
----------Reporter Aero Supply
SGT. DON CURLY-----Sporting Editor


The eyes of the world will be upon one table during the coming Christmas festivities as they have never been focused before; and, as usual, it would seem that Turkey is due to receive the major portion of attention in the carving process. And seated around that festal board will be men who should prove to be adepts in the art of carving. And for the first time in our history Uncle Sam will have a seat at such a table in old Europe where our forefathers took their first lessons in diplomacy. We can almost hear Monsieur Clemenceau, sitting at the head of the table, say: "John Bull, will you have white or dark meat?" And John answers, with an alacrity born of long waiting: 'Both, if you please; and Tartar sauce with mine."

The 'Little Father" will not be there, for he has gone to join the other "fathers"; but tied over in a corner is the "Bear that walks like a man," and Serbia suggests that she has not forgotten the by-gone day, and that perhaps it would be well to throw the Bear the neck (of the Bosporus) before proceeding further with the festivities. And so the game goes merrily on. And more strength to the good right arm and the fertile brain of the carver.

Turkey has been a menace to the world's security (in more ways than one), and a stench in the nostrils of all decent peoples, since the memory of man runneth not to the contrary. For centuries she has borrowed from friend and foe alike with perfect impunity, relying upon the stress of international conditions and complications to compel the groaning lender to grin and bear it. Never in the past one hundred years has she been self-supporting; and never, in that time, has she had the real respect of other nations of the earth. Her persecutions of christians would have been punished by annihilation long ago, had it not been that Germany was reserving her during all that time as the one time, and some time, connecting link between "mittel europa" and Indo-China, the dream of the Hohenzollerns. Now that dream has been shattered for all time. Let the carving go on till there is nothing left but the bleaching bones of the foul-smelling bird strewed over the hot sands of the deserts of Asia Minor.

*The Harrisonite*, of which Sgt. L. T. Swallow was managing editor, has discontinued publication with its issue of December 16. The following was taken from its final editorial:

"*The Harrisonite* ends its career with this issue, and that was brief though not inglorious. Success has been ours in many ways, and the co-operation of the officers of the camp who were instrumental in the establishment of the paper is worthy of commendation. We thank them heartily and to Captain Edward Maher, the first editor of the paper, goes the credit for the success. A man with a quick insight to human nature, gifted with unusual power of pen and greatest of all, a man among men, Captain Maher instigated the spirit which has propelled this publication through the few weeks of its existence."

The war may be over, and it appears to be; but the work of the American soldier is just begun. His must not be only a thinking part in the great game of reconstruction that is coming on. His vision has been broadened, his experience has been extended, and his muscles have been hardened. And Uncle Sam has handed these to him, tuition free, and some pay. Now it is soon to be up to him in many ways here at home.

Unified Air Service, instead of separate forces under the Navy, Marine Corps and the Post Office Department was urged in the house by Representative LaGuardia, of New York, who served as a major in the aviation service in Italy during the war, this week. Whatever action is taken by Congress is of great interest to officers and enlisted men in the Aviation Service, and it is encouraging to learn that a step has already been taken by that body.

So far as individual efforts are concerned in the industrial world, the war, on its economic side, goes on indefinitely. It is true that the German autocracy is smashed, but the reconstruction has not yet begun. The new World Organization to make democracy safe and insure peace cannot be accomplished until Russia has a responsible form of government and until Germany is reorganized. Before very much can be done along these lines the peoples in these countries are liable to let Bolshevicism run wild unless we continue to furnish them with the necessities of life in ever increasing quantities. Conservation is still necessary in this country. More Liberty Bonds will have to be placed on the market and every soldier as well as every civilian should be saving a part of his income with a view of buying more government securities.

Many theorists seem to think that soldiers, by virtue of their military training, will be especially fitted to take up agricultural work, and are picturing thousands of returning soldiers going onto the unbroken western lands. No doubt there will be many who will take up farming, but they should not be unduly urged into it, for farming has become an exact science, and requires much study and practical experience to make it a success, as does any other line of work. But every soldier who has had experience and cares to do so will find farming a lucrative business.

## Autobiography of a "Warehouse Rat"

### PART SEVEN

(By "Gus")

This week will be known in the history of this camp as the week of the "Follies." Not that it is in any way less sane than other weeks but by the time you have purchased from one to a dozen tickets and sent twenty young actors away without making a sale, you begin to see the folly.

I did not think the show was going to be good until the other day. I entered the shops to see Retsig (General Manager of lost documents) and ran right into a real actor indulging in the time honored job of being temperamental and jealous. Says the manager of ten chorus girls: "My picture should have been in the paper first and should have been one-half inch larger." Then up pipes the little stockkeeper with the big glasses: "Unless my picture is printed in the paper I quit. I must be recognized." I just stood and took in the line that is spread by all great and good players and I knew right then the show was to be good. It takes temperament to make an actor and they sure have got it. When a real he man cries to have his face in the paper he is good for the "Follies." I'll be on the front seat with beaming face and palpitating heart ready for some show.

I am sorry I have lost my last girl. I intended to take her to the show, but then when you take in a cost affair it is handy to loose the girl just before hand.

Say, how do you like to drill these mornings. Takes you back to Kelly Field where the frost was always sticking around. Some time ago during morning drill and Ex's., our commander had us all lined up nice and straight at right dress. We sure looked pretty. Then the command "Squads right" disturbed the cool morning air. Not a move was made. He then tried "Squads left." Still no move. Well he just took seven good looks at us. Gee, I was scared. Then he says: "Men you must be inverted." That was enough. I had neved been accused of such a mistake before. I always dress very carefully and I knew everything was all right.

Now did you know some people were taking exceptions to my history. I can't see why my life should be objected to by anyone. Especially that Q. M. outfit. We may have unloaded one good car of spuds but they can't accuse me of helping unload all the beans, fish, spagett and dried applies that we have had to consume. Can anyone make me believe that all the shoes my size are second-hand? Every time I wear out a pair of shoes and have hopes of new ones, they rake up another pair of old timers that just fit.

I also object to having anybody tell me about handling canned tomatoes. I knew they had two cases once on the post but I never touched them nor did I ever see any of them after they came to the table.

I intended to tell you about the basketball game at Wabash, but the fellows who went are not talking very much so I just have to let it go.

"Yours for that discharge."

GUS.

## DANCE AT MOOSE HALL NEW YEAR'S

The Loyal Order of Moose have issued an invitation to all soldiers to attend a dance at the Moose Hall, 135 North Delaware, New Year's afternoon and evening. The entertainments given by this organization are popular with the men and the promise of another dance at their hall is looked forward to with much pleasure.

## SPEEDWAY RACE KNOWN AS LIBERTY SWEEPSTAKE

T. E. Myers, secretary of the Indianapolis Motor Speedway, announces the 500-mile automobile race scheduled for decision May 31, to be known as the "Liberty Sweetpstakes," instead of "Victory Sweepstakes."

Considerable interest has been manifested in the revival of the Speedway Motor races, and a big foreign entry is expected. Already many inquiries have been received at Speedway Headquarters and Mr. Myers is of the opinion that the race will be the greatest one ever staged.

## PLANE NEWS WEARS TWO GOLD CHEVRONS

The *SPEEDWAY DOPE* is in receipt of its first copy of the *Plane News*, an eight page newspaper published by the Officers and Enlisted Men of the Third Aviation Instruction Center, in France.

The copy received is the Anniversary Edition (of November 23, 1918), and carries two Service Chevrons on the upper left corner of the first page. It was the first weekly published by the Overseas Army, having a circulation list now of 10,000, the first editions having been printed on a mimeograph in a single sheet form.

An interesting account in this issue is the report of a big drive on the War Charity Campaign, raising thirty thousand francs for fatherless children of France. This amount was raised by the officers and men of the Third Aviation Instruction Center. Practically every organization in the U. S. Army in France is contributing liberally to this magnificent cause.

TRAVELER— WHAT PLACE IS THIS—AN OLD SOLDIERS' HOME?
OLD VET.— NO, YOUNG FELLER, THIS IS AN AVIATION REPAIR DEPOT.
TRAVELER— BUT I THOUGHT ONLY YOUNG MEN EVER JOINED THE ARMY.
OLD VET.— WELL WE WERE YOUNG MEN WHEN WE ENLISTED, BUT WE'RE STILL WAITING FOR OUR DISCHARGES.

## SPEEDWAY "KEEWEES" BECOME ACES IN "SPEEDWAY FOLLIES"

(Cont. from Page 1)

The second part was a dramatic playlet, "The Littlest Girl," in which Dorothy Campbell appeared as the littlest girl. Sgt. John F. McGowan as a butler, Cpl. Churchill Goar as Van Bibber and Lt. J. J. Snee as Carruthers. The sketch deals with the life of Carruthers in which *his wife, formerly a chorus girl, divorced* him. He had never seen his little girl until on this incident. He had declared that he would never see her and believes he has no duty to the girl, but decides differently when he sees her.

The second olio, by Miss Julia Niebergall, musical monologist and pianist, and Pvt. Earl Miller, with violin specialties. While Miss Niebergall was singing, "Would You Rather be a Colonel with an Eagle on Your Shoulder or a Private With a Chicken on Your Knee?" the spot light was turned on Col. Robins, Captain Laughlin and Lieut. Snyder in a box, and the audience broke out in laughter. Miller played classical and ragtime melodies excellently.

The third scene, an Aviation Extravaganza, was written by Mrs. Minnette Slayback Carper, an air service dream of what might have been if Speedway soldiers had realized their hopes. The scene was at the villa of Countess Pomillio, somewhere in northern Italy. The scene opens with Bab, Barbara Carper, as the canteen girl, ready to serve the wants of the soldiers. It shows the aviators and ground men, nurses and canteen girls during off duty hours, engaged in gay pastime and in love. Bab and Sgt. Goldbrick (Sgt. O. W. Smith) sing "Just a Mechanician," and Bab ends their love affair because she desires a heroic pilot. Lt. Richards (Lt. Eldridge) is the heroic airman who is in love with the Countess Pomillio (Hazel Dell Silvey), who sing a duet, "I Love You, Dear." Miss Gertrude Pettijohn, as Peggy, an American War Correspondent abroad, and a company of soldiers give a burlesque of a company of soldiers drilling with the usual impression of an officer's commands, a series of "umps," "umps" and "hohs." Then Sgt. Pancake (Clifford A. Mott) and Peggy give a unique song and dance, "I Never Knew." Nita (Miss Juanita Whicker), an American heiress abroad in Red Cross work, sings "Life or Death." Bab and the Canteen Girls sing "Knit, Knit, Knit," a happy parody which ends with the words "and do you think the boys will love us—nit." Countess Pomillio sings "Vive La Bagatelle." Marguerite Holzbauer dances a wild gypsy fantasy, in costume, and Miss Lillian Husein, who had gone overseas to entertain the aviators, sings, "I Think of You."

While all are gathered about the villa, a squadron of airplanes is seen returning and amidst the noise of a motor a model airplane appears on the stage from which Lt. Richards climbs. All these parts were excellently played and received hearty applause.

The Canteen Girls were: Helen Bade, Juanita Donaldson, Marie Doman, Helen Duke, Mildred Morgan, Ilene Morgan, Dorothy Haines, Lillian Painter.

Red Cross Nurses: Jane Carper, Madeline Downs, Laura Pantzer, Charlotte Galpin, Sylvia Karney, Eleanor and Louise Brennan, Ruth Arbaugh.

Italian Peasants: Alberta Yagerline, Pauline Smathers, Genevieve King, Marguerite Holzbauer, Genevieve Downs.

Peggy's Soldier Squad: Kretzer, Prange, Rhodes, Martin, Kennard, Schmale, McGowan.

Allied Soldiers: Markum, Wells, Kretzer, Hopwood, Fallon, Thomas, Harold Peterson, McGowan, Martin and McFadden.

The success of this show is due to the untiring efforts of Lieutenant James J. Snee, sponsor for the show; Corporal Churchill Goar, manager; assisted by Corporal Rhoads and Markum; and to the excellent work of the following who directed the different parts: Dances in the extravaganza by Miss Marguerite Holzbauer; dances in the minstrel by William J. Haney; stage settings by Cpl. Arco Conrad; Musical Conductor, Mr. Louis Pike, assistant conductor of Circle Theatre Orchestra; Program and advertising in charge ofSgt. Foelsch, who made a remarkable record in a very few days time. The "Follies" were given under the auspices of War Camp Communitf Serivce, and the untiring efforts of Mr. Walter Pfaff, Mr. Harry Porter and Mrs. Charles B. Foster were invaluable aids in making it a success.

The proceeds of the show are for the benefit of the Red Cross.

A unique feature in the advertising was the dropping of bulletins from the sky by two airplanes which sailed over Indianapolis, Wednesday afternoon. At 9:00 o'clock Wednesday morning the Adjutant, Lt. Ralph M. Snyder, called C. C. Castetter to his office and asked him to get 2,000 posters printed by noon, and in 9 minutes Gentis, the Adjutant's daredevil chauffeur, sped to the city. The printer said it could not be done, but Castetter set the type and put it on the press and delivered them to the hangars on time. One machine was piloted by Captain Edward Laughlin, Commanding Officer of this Post, and Senior Instructor Mills, and the other by Lt. R. A. Ballard and Lt. Michael O'Brien.

*Y. M. C. A. SECRETARIES.*

ERNEST T. MAZE ROSCOE S. SHAW PAUL V. GASKINS

Roscoe S. Shaw, General Secretary, born and reared in Indiana, educated in Taylor University and Depauw College. A minister of the M. E. Church, being a member of the North Indiana Conference, in which he held a pastorial until October, 1917, when he resigned to take a short training course in the Y. M. C. A. College in Chicago, before engaging in Army Y. M. C. A. work. Appointed as Religious and Social Secretary of Selfridge Field Y. M. C. A. at Mt. Clemens, Mich., which position he held until he came to the Speedway and opened the Y. M. C. A. hut here as General Secretary.

Educational and Religious Secretary, Ernest T. Maze, of Liberty, Ind., is a school man, having served as Principal of the High School at Liberty during the past seven years. He received his training in the Indiana State Normal School and Miami University. He entered the Y. M. C. A. work and was assigned to the Speedway, June 1, 1918.

Paul V. Gaskins, born in, and still a resident of the Hoosier state. After graduating from high school was in the Indiana Oalitic Limestone business two years. Attended the State University the last three years, and is a member of the Sigma Alpha Epsitan Fraternity. He left school in April to go into the "Y" work at Ft. Benjamin Harrison, where he was Educational Secretary until Nov. 5, at which time he exchanged places with Mr. Robertson at this place.

All three of these men are carrying on the Y. M. C. A. work at this station in a most pleasing, educational and thorough manner, and have won the friendship of the men at this Post and will be remembered long after they leave here as the men who made many happy evenings for them. Practically every night will find a full program on at the "Hut," and the advantage of having excellent instruction, in French, shorthand, typewriting, mathematics, etc., is appreciated by many who will leave the army better prepared to meet their civilian duties through the aid of these men.

BOSTONIANS
Famous Shoes for Men

*HEADQUARTERS FOR FULL ARMY FOOTWEAR EQUIPMENT EXTRAORDINARY*

*Agents for "Doughboy Shoes," Herman's Army Shoes, Banister, Nettleton, Pels, Shell Cordovan Puttees; French Manoeuvre Shoes; Bostonian Cordovan Dress Shoes; "Fox" Puttees Spiral; Cavalry Boots, Artillery Boots, Riding Boots, Trench Boots, Tan Gum Boots, Canvas Leggings, Spurs, Boot Jackes, Etc.*

Bostonian Regulation Army Shoes ..... *$6.50*

*THE BIG MILITARY FOOTWEAR STORE*

**Marott's Shoe Shop**

18-20 E. WASH. ST.
INDIANAPOLIS

## "Y.'s" TO HAVE BOXING

All the Y. M. C. A. directors have decided to have mass boxing as a daily exercise in all the Y. M. C. A.'s throughout the United States. The people are gradually awakening to the fact that boxing is the cleanest, best allround developer of any sport going.

## INTERALLIED TOURNEY WON BY BRITISH

American boxers won five finals in the lightweight division in the closing bouts of the interallied boxing tournament, in London, Dec. 12, 1918. The American army team added four points to its total, while the American navy's total was advanced three. The final point standings of the American teams were: Army, 39; Navy, 32. The British army led with 50 points.

While the American Army team failed to equal the points piled up by the British army earlier in the tournament, the surprise of the meeting was the defeat of Jimmy Wilde, the English bantamweight champion, by Pal Moore, of Memphis, fighting with the American navy team. Wilde is a favorite here and the decision was unpopular. J. W. Driscoll, trainer of the British teams, announced, however, that he was satisfied the decision was correct. Cal Delaney, of Detroit, American navy, was defeated by Sergeant Johnny Basham, British navy, champion welterweight of Great Britain, in the finals.

### Handicapped by Rules.

The Americans were unaccustomed to the surroundings. The tournament was held in beautiful Albert Hall and the ring was flanked on one side by the royal and other boxes, while on the other side was the magnificent pipe organ. During part of the tournament a padre in civilian dress acted as timekeeper. The Americans were also unaccustomed to the British rules, frequent warnings from the referee outside of the ring being necessary.

Many of the Americans had never seen a real prince before, and they heard a word of praise from Prince Albert, as he bestowed individual medals on the winners and the royal trophy on the British army team.

## THE NAVY FLIERS.

In his annual report, Secretary of the Navy Josephus Daniels pays high tribute to the Aviation Branch of the Navy. The expansion of Naval Aviation, it is stated, has been of gratifying proportion and effectiveness. Statistics show the total enlisted and commissioned personnel on July 1st, 1918, numbered approximately 30,000. Of this number, 823 were trained naval aviators. There were 2,052 student officers, 400 ground officers, 7,300 trained mechanics, and 5,400 mechanics in training.

Declaring that Naval Aircraft had been a big factor in the war, Secretary Daniels in his report declares that plans are being made for its permanency and development. The Secretary paid tribute to the Ordnance Bureau of the Davis Nonrecoil Aircraft Gun, which is declared to be "a great milestone in aircraft armament."

## MEMBERSHIP IN A. S. C. A.

The Secretary of the Air Service Club's Association calls attention to the fact that the payment of ten dollars ($10.00), made upon application for membership, includes both initiation fee and dues for the initial year. At the expiration of the year, each member pays three dollars ($3.00) annually to the association, unless he be a member of a local club as explained in Article X, Constitution, and on the back of the application blanks.

The membership of the association now numbers 802. A recent letter from Mather Field brings a list of fifteen new members. The action of the Pacific Aero Club, taken in connection with its associations with the A. S. C. A., is printed in this week's News letter.

## GENERAL KENLY'S REPORT

In his report for the year ending June 30, 1918, General Kenly says in part:

Two flying fields were in limited operation at the outbreak of war, San Diego and Mineola; three more were selected, cleared, equipped, and made ready for flying in six weeks' time, and by the end of the year over a score were in operation all over the country. During the year also five supply depots, three concentration depots, three balloon camps, two repair depots, one experimental field, one radio laboratory, and one quarantine camp were built.

The selection of men for training as flyers was a complicated task, as the requirements were necessarily rigid. Volunteer examining boards of the highest medical skill were organized all over the country, 36 urban and 30 divisional boards, and a total of 38,777 men were examined to June 2, of whom nearly half, or 18,004, were disqualified. This naturally led to a high grade of personnel, and made the later training both more rapid and more efficient.

The first step in instruction was at one of the new "ground" schools opened on May 21 at the Massachusetts Institute of Technology, Cornell, and Ohio State Universities and the Universities of Illinois, Texas, and California, with Princeton and the Georgia School of Technology added July 5. Here, in eight weeks, under military discipline, the cadets were grounded in all the elements of aviation at a cost to the Government at first of $65 per pupil, and later $10 each for the first four weeks, and $5 weekly thereafter. By June 30, 1918, a total of 11,539 men were graduated to the flying fields and 3,129 were discharged for failure in studies, etc.

Next came the actual flying instruction, divided into two phases, primary and advanced. The former averaged about eight weeks, included ability to execute the simpler evolutions and cross country flights, and led to an officer's commission and the right to wear the Reserve Military Aviator's wings. To June 30, 1918, 4,980 men had been graduated as Reserve Military Aviators for final training, and about 400 had been disqualified as incapable of becoming fliers.

The advanced training, however, presented infinitely more difficulties. It was not nearly so simple to teach the more complex stunts, formation flying, aerial machine gunnery, bombing, and night flying, while at the same time the highly specialized equipment necessary required considerable time for manufacture. Nevertheless, advanced schools of the three types necessary were opened toward the end of the year 1918 with what equipment was available and had graduated 110 bombers, 85 bombing pilots, 464 observers, 389 observer pilots, and 131 pursuit pilots by June 30, 1918.

The ideal arrangement in mind at the end of the year was to train each pilot completely on this side of the ocean, where facilities are very good, supplies in abundance, and information and experienced pilots from the front available in ever-increasing numbers. The fliers can then be organized into provisional squadrons and wings and given training as large units with their own administrative officers and enlisted personnel so that they will be able to go immediately to the front, after a month or so of transformation work in France, learning geography and familiarizing themselves with new types of planes.

The whole training program was considerably held up by lack of equipment. Obviously it required far less time to select men for training than to build the fields, planes, and accessories necessary to train them. Primary training planes, the only type manufactured here before the war, soon became available in increasing numbers, till by the end of the year more were on hand than needed. The advanced training planes, however, presented problems wholly new to this country, so that primary planes had to be fitted with more powerful engines and equipment and made to serve the purpose. The first 16 single-seater pursuit planes were not delivered till January, 1918, the first bombers till March, and the first gunnery late in May.

During this fiscal year a grand total of 407,999 hours were flown by Army aviators in the United States, as contrasted with 745.5 hours in 1914 and 1,269 in 1915. In the single week ending June 30, 1918, a total of 19,560 hours were flown, or 15 times, for that single week, the number for the whole year three years before. This, at 75 miles an hour, is equivalent to over 30,000,000 miles, or 1,223 times around the equator.

During it there were 152 fatalities, or 2,684 flying hours and 201,000 miles flown to each death. Of these, 86 were caused by stalls, when the plane, usually through some error by the pilot, lost its flying speed and dropped into a straight nose dive or turned into a tail spin, from which the pilot did not have the time or the skill to extricate it. Collisions were responsible for 30 other accidents, often due to failure to fly according to the rules. Side-slips, the only other large cause of accidents, resulted in 10 deaths.

Regrettable as these accidents are, it is felt that, considering the newness of the science, the early state of development of the planes, the inexperience in instruction, and the necessity of teaching stunts in themselves rather dangerous, this number is not large. As a matter of actual statistics, fatalities in American training are less than half as large as those of the other allied countries.

Besides flyers, however, engineer officers to direct the upkeep of the equipment, supply officers to keep sufficient equipment on hand, and adjutants to keep the records and do other military work, as well as specialists on balloon, armament and gunnery, radio and photographic work had to be especially trained.

What facilities were available greatly advanced America's aerial preparation and helped relieve the shortage of equipment here. It was early in May, 1918, however, over a year after America's entry into the war, that the first German plane fell victim to an aviator in the American service. About the same time 468 fully trained American aviators organized into 13 complete American squadrons or brigades with British and French squadrons, were actually on the front, taking increasing toll of the enemy.

## PILOTS MUST CEASE LOW FLYING ACROBATICS

An increase in the flying accidents on the training fields in this country since the signing of the armistice has caused the issuance of an order from the Division of Military Aeronautics to be sent to all fields to put a stop to the low flying and acrobatics that have been carried on during celebrations in the vicinity of cities, towns and buildings. Commanding officers have been instructed to take the most stringent methods in carrying the order out. Pilots who fail to comply will not only be "grounded" but restricted to the limits of the reservation. In the case of regular army officers court martial is recommended; in the case of all other officers proceedings with a view to their discharge from the service. The order adds that the recent increase in accidents must have been the result of indiscriminate flying and failure to observe even the common rules of flying. All acrobatic flying hereafter must, according to this order, be finished at an altitude not lower than 1500 feet.

## AERIAL CONTESTS.

One of the functions of the Air Service Clubs' Association is to encourage contests in the air, both for heavier and lighter-than-air craft, among the fliers of the Air Service, by the award of prizes for meritorious flights and achievements.

It is probable that an homologation committee, which will witness and pass upon aeronautical tests, flights and achievements for official record, will also be authorized, by the Association. This committee will undoubtedly consider aeronautical achievements outside the service if its observation is desired.

## MUST GIVE NUMBER OF SHIP IN ACCIDENTS

When enumerating accidents in the weekly report from the fields to the Director of Military Aeronautics, the Aeronautical Information Officer should make it a special point to give the type of airplane and its number. This has been done in many cases, but it has been noted in some instances that the number of the ship has been omitted, and the records of the Aeronautical Information Branch should contain this information pertaining to accidents.


**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

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## SPORTS

By DON CURLEY.

### BOXING NOTES

#### Gibbons Resigns.

Mike Gibbons, the St. Paul phantom, has sent in his resignation as chief boxing instructor at Camp Gordon, Ga. No action has yet been taken on his resignation, Gibbons reports. He is the best middleweight boxer ever turned out of St. Paul and has been near the championship several times.

#### Pinky Mitchell Coming Up.

Pinky Mitchell, brother of Ritchie Mitchell, famous Milwaukee lightweight who fought in the King's trophy events last week in London, is the latest promising lightweight boxer to spring up. The junior Mitchell is not a neophyte with the padded mitt. He is 19 years old and has been boxing since he was able to walk. His recent victories over Al Thomas and Otto Wallace have aided materially in the finishing process by which his handlers have made him a legitimate lightweight title aspirant.

#### Bryan Downey Home.

It's no longer "Private Downey, U. S. A.," as the tough Columbus, Ohio, welterweight boxer has received an honorable discharge from the army and returned home to prepare for an extensive ring campaign. Downey went into service last August and was stationed at Camp Sherman. Downey is a willing mixer and deserves to make and get the big money.

#### Wiggins Wins Again.

Toledo, O., Dec. 16.—Chuck Wiggins, Indiana premier middleweight, who hails from Indianapolis, threw a million gloves, more or less, into the face and midsection of Billy McCabe, of Philadelphia, at Toledo last Tuesday evening in the main event of the City Boxing Commission Charity Show. Chuck had no trouble at all with the big fellow, and won away out in front. Wiggins injured his right arm in the third frame and was therefore unable to put his man out.

### FORMER CHAMPION WINS PROMOTION IN SERVICE

Freddie Welch, former world's lightweight boxing champion, has been commissioned a lieutenant in the Sanitary Corps, U. S. A.

### DEMPSEY PUTS CARL MORRIS AWAY QUICKLY

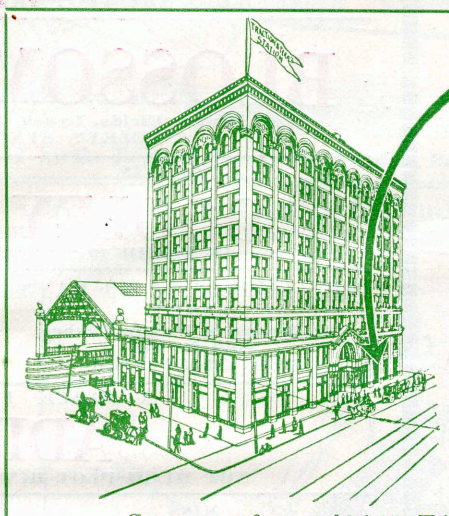
#### Morris Lasts One Minute With the Western Terror at New Orleans.

Jack Dempsey, of Utah, claimant of the heavyweight championship, knocked out Carl Morris, of Oklahoma, in the first round of their scheduled twenty-round bout at New Orleans, December 9th. The K. O. happened after one minute of fighting. The knockout blow was a short vicious left hook to the stomach, delivered during a period of hard infighting. Dempsey went after Morris in his usual tearing-in style and after a brisk exchange of short jabs broke from a clinch and rushed Carl to the ropes ,and during the infighting delivered the final blow. Morris was out for four minutes.

Dempsey weighed in at 185 pounds and Morris at 220. Dempsey received $4,000 and Morris $1,250 for one minute's work. Dempsey was the favorite in the betting, as high as five to one that he would knock Morris out.

### BASKET BALL

Our basket ball five was defeated by Wabash last Saturday at Crawfordsville. We could hardly hope to win, as Wabash has an all star team and has been playing together for years.



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## TALE SPINS

### A Prodigy

A gentleman living just outside of Chicago went into the city to his office each day. When he was leaving on the morning before Christmas, his wife said she would like him to bring a banner for her Sunday-school class to use at an entertainment that evening, but that she did not yet know the wording and size needed. They agreed that she should send him a telegram during the day, giving him these two items. Consequently, before starting for home in the afternoon, he went to the nearby telegraph office and found quite an excitement over the message which had just been received and which read: "Unto us a child is born. Three feet wide and six feet long."—*The Harrisonite.*

### Oh, Hell!

This army life has ruint our vocabularies—with none of the fairer sex hanging 'round the barracks—(at least we have seen none)—naughty words have crept into our speech with alarming regularity. Gosh, we'll have to be careful when we return to the home hearth. Speaking of all that sort of thing, the following "pome" by a hell of a poet is apropos:

*They say, sometimes, "It's cold as Hell,"*
*Sometimes they say "It's hot as Hell,"*
*When it rains "It's Hell," they cry;*
*It's also "Hell" when it is dry.*
*They "hate like Hell" to see it snow,*
*It's "a Hell of a wind" when it starts to blow.*
*Now, how in the Hell can anyone tell*
*What the Hell they mean by "Hell"?*

*"Hell, yes," "Hell, no," and "Oh, Hell," too,*
*"The Hell you don't" and "the Hell you do,"*
*And "What the Hell" and "the Hell it is,"*
*"To Hell with yours," and "to Hell with his,"*
*"Now, who in Hell," and "Oh, Hell where?"*
*And "what in Hell do you think I care."*
*But the Hell of it is—it sure is Hell—*
*We don't know what in the Hell is Hell.*
*—Love Field Loops.*

### Too True, Alas

"Pop."

"Yes, my son."

"Pop, what does the term 'I'll cook his hash' mean?"

"That, my son, is army slang, meaning that you will kill an enemy by poisoning him."—*High Life.*

It was very thoughtful of the Government to allow soldiers to wear their uniforms after they get out of the service—judging from the prices on hand-me-downs at present.

It is amusing to note the amount of news available at the army kitchens. If you want the latest dope from headquarters just drop in and "gas" awhile with the cooks and K. P.'s.

### GRATITUDE AIN'T

Edmund Bechtold has entirely lost his faith in human nature. He says there is no such thing as gratitude. Maybe he's right. You can judge for yourself.

Bechtold had a couple of tickets to the Majestic last Friday night, and owing to the fickleness of feminity, had use for only one. So he gave the other one to a lonesome-looking soldier who was standing in the lobby of the theatre. A fellow likes to have company, you know, when he sees a show.

But when "Bech" got to his seat he found that he had civilians on both sides of him. Upon investigation he found that the lonesome-looking soldier had sold his ticket for forty cents.

And it had cost Bechtold eighty-five! —*Kelly Field Eagle.*

### B. F. KEITH'S.

The Christmas Week bill at B. F. Keith's brings a bill that should meet with approval. Blossom Seeley, known to vaudeville fans as the "Singer of Syncopated Melodies," and to baseball fans as the wife of "Rube" Marquard, famous pitcher and one time star of the Indianapolis diamond, heads the list for the week. Associated with Miss Seeley are five of the best "jazz" band players on the American stage. Their music, coupled with the voice and magnetism of this charming entertainer, makes a combination that is irresistible. "Jed's Vacation" is another laughing skit. When it comes to acting farce it would be difficult to find a man anywhere on the stage who knows more about it than Charley Grapewin. Not only does he know how to act farce, but he knows how to write it. "Poughkeepsie," "The Awakening of Mr. Pipp" and "It's Up to You, John Henry," are excellent samples of Charley Grapewin's humor. "Jed's Vacation" is another comedy by the clever actor. Miss Robbie Gordone (the Artist Model) is another real treat. She is an artist and a beautiful woman as well. Her posing subjects are well chosen, and include "The Crystal," L' Echo" and the "Spirit of 1918," besides many other well known studies, forming one of the most artistic pictures seen on the stage. There are seven vaudeville features of the Christmas bill besides the Red Cross film, "The Kiddies of No Man's Land."

### "ROCK-A-BYE BABY" CHRISTMAS ATTRACTION AT SHUBERT MURAT THEATRE.

In the theatrical world at the present time all eyes are turned with envy on the Selwyn brothers, producers and managers. With a half dozen big successes in the field, these gentlemen go serenely on their way, plotting still more conquests. "The Crowded Hour," said by all critics to be the biggest play of the year, is seeped in Selwynism and written by Edgar Selwyn and Channing Pollock, produced by Archibald, it is truly a Selwyn product. At the Maxine Elliott Theatre, New York, "Tea for Three," a delightful comedy produced by the Selwyns, is playing to capacity audiences. And coming to the Shubert Murat Theatre for four nights and two matinees, commencing with a Christmas matinee Wednesday, December 25th, is another Selwyn progeny, "Rock-a-Bye Baby," a hit of last year at the Astor Theatre, New York, and recently completing a four weeks' engagement at the Garrick Theatre, Chicago. Still another Selwyn had a hand in this attraction—Margaret Mayo, wife of Edgar Selwyn, who wrote the never-to-be-forgotten "Baby Mine," and with the aid of Edgar Allan Woolf adapted the piece to the tunes of Jerome Kern, and called it "Rock-a-Bye Baby." Herbert Reynolds helped out with the lyrics.

The piece is a farce comedy with humor of the screamingly funny kind—catchy songs and dances, dainty shimmering costumes and a production highly artistic and elaborate. The players are the most expert of their kind. Jefferson d'Angelis and Walter Lawrence, known on every musical comedy stage; Edna Hibbard, an ingenue of great individuality; Joseph Burton, Cathryn Roberts, Ruth Collins, Hortense Alden, Elva Magnus, Irene Corbett and many others, with a chorus of a dozen lively dancing and singing girls. A dancing troop interpolates several unique and extremely original numbers throughout the piece.

### FRANCE AND UNITED STATES JOIN HANDS.

France and the United States will join hands in a patriotic demonstration when France's premier symphony orchestra—"La Societe des Concerts du Conservatoire de Paris" makes its appearance in this city on Monday night at the Murat Theatre, for then the people of this community will be of the few in this country to hear the distinguished musical organization, because of the restricted time possible for its historic visit. The "Patriotic Symphony Concert," as it is fittingly designated, is to be given under the patronage of the civic interests.

As one of a series of events having an international significance, it is designed to stimulate the "entente cordiale" between America and France. For that reason alone the French High Commission negotiated for the approval of the United States Government in a brief tournee that might permit a further cementing of relations between the peoples of these countries, who fought shoulder to shoulder against their common enemy on the Western front. The personnel of the Paris Conservatory Orchestra is made up of 86 men, which include personalities known the world over. There will be a great symphony. Emphasis naturally will be placed on composition of French creation—works of melody and color in which the rich orchestration of masters will be brilliantly reflected through the strings, wood-winds and brasses of this orchestra. But high above all else will sound the note of patriotism, for the enthusiast is to have his opportunity on the night of December 23rd.

### ON THE MIGHTY MISSISSIPPI AT ENGLISH'S.

Associated with the halcyon days of steamboating on the western waters of this country there is charm and fascination for all in reading John Hay and Mark Twain's writings descriptive of scenes on the Mississippi.

Natchez, under the hill, the levee at New Orleans, the great bends, Vicksburg, with its historic surroundings; from New Orleans to Cairo, from Cairo to St. Paul, there is not a bend or landing of the mighty Mississippi that is not the reminder of some interesting episode recalled by thousands interested in the "Father of Waters," in those days the Mississippi river and the cities situated thereon. Prosperity was evidenced more greatly than in any other section of this country.

The palatial steamboats plying the Mississippi river and its tributaries were the most pretensious of any like craft in the world. Luxurious in their furnishings, the service and food incomparable, the boats were the favorite mode of travel in those days.

From recollections of those early days Al. G. Field, the minstrel manager, has staged a production, "On the Mississippi." The scenes are laid on the levee at New Orleans and other well known points along the Mississippi. Working models or imitations of famous boats that plied the Mississippi in those days will be seen, and navigation of the boats will be a feature of the production, with a panoramic view of the Mississippi river. The Robert E. Lee, the most noted of the Mississippi river steamboats, will be shown as she appeared in her famous race with the Natchez.

Life-like scenes on the levee at New Orleans will introduce characters that only live in the minds of those who witnessed them in the days before the war of '61. "On the Mississippi" is a timely reminder of early days in the history of this country. The changes will be interesting to the older ones and educational to the younger generation.

The Al. G. Field Greater Minstrels come to English's December 25, 26, 27, 28. Matinees Xmas day and Saturday.

### THE ONLY COMPANY PRESENTING "CHIN CHIN."

Charles Dillingham's only company of "Chin Chin," which comes to English's December 30-31-January 1st, with Wills and Binder in the leading roles, is founded upon the most popular tale in the immortal Eastern Saga Book of the Thousand Nights and One Night, "Aladdin or the Wonderful Lamp." In fact it is frankly called a Modern Aladdin, in which the two drolls disport themselves as a couple of Chinamen, Chin Hop Lo and Chin Chop Hi. Outside of the Holy Bible there is perhaps extant no more universally popular book than this same Arabian Nights, one of the best known English versions of which is by the late John Payne, well known to scholars for his powers in English verse. His translation of the poems of Master Francois Villon remain a monument to his genius.

The wonderful collection of Moslem folklore translated into every language known to civilization is read with eagerness by each successive generation, but nowhere are the tales read or listened to with greater delight than in the Arabian desert itself, where travelers record as a common sight Sheiks and whitebeards sitting gravely in their places at evening around the camp fire, women and children motionless as silhouettes outside the ring, all breathless with attention as they drink in the words with eyes and mouths as well as ears while the Rawi or reciter, to whose wit the task of supplying details is left, entertains the groups with picturesque and Oriental effect.

The whole of the stories are dominated everywhere by that marvelous Oriental fancy wherein the spiritual and the supernatural are so common as the material and natural.

Special matinee New Year's Day.

### THE BOOMERANG—CLEVER PLAY OF LOVE AND YOUTH.

"Just because it was a bit of the love life of you and I and everybody else that was never told before the Boomerang wins the approbation and the laugh of its audiences," quoted Catherine Oglesby, a noted scribe in the Telegram, recently.

The lines of the play have a subtle humor that is contagious. They bring smiles that continuously develop into laughter at the humor which plays so obviously because of the immense spasms of merriment that are engendered by its unfolding.

The Boomerang is a bit of youth and love with its seeming tragedy, pathos and merriment. The kind that comes into every life, but is guarded as a profound secret between the indulging sexes. There is nothing new in the Boomerang, because it is as old as love and as old as youth, and because it is as old as the universe, and universal as it is old, the Boomerang wins.

Clever bits of business seemingly spontaneous, send the lines across the footlights. The cast is an excellent one, has been carefully rehearsed by that master wizard of the stage, Mr. Belasco, ere it was permitted to leave New York, and it will give to the Winchell Smith and Voctor Mapes' play a beautiful diction and a convincing portrayal that is always expected from a Belasco presentation.

The Boomerang is at the English Opera House, where, for Thursday, Friday and Saturday nights, January 2-3-4, with matinee on Saturday, it will add to the New Year's cheer.


CHRISTMAS WEEK

B F Keith's

YOU SEE THE BEST AND FEEL THE BEST WHEN YOU VISIT THE "CASTLE OF COMEDY"

BLOSSOM SEELEY

With Bennie Fields, Lynch, Davis, Lopez and Cliff Hess, in "SEELEY'S SYNCOPATED STUDIO"

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IN THEIR 1918 EDITION, "WILL YER JIM"

"THE KIDDIES OF NO MAN'S LAND" The Rescue of Future France Told in the RED CROSS FILM

MISS ROBBIE GORDONE (THE ARTIST MODEL) Character Poses From Old Masters and Original Designs

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NOT MUCH PLOT BUT A GOOD DEAL OF FUN

MISS JESSIE STANDISH HERSELF AND HER SONGS

MARVELOUS TOZART VAGABOND ARTIST

AMERICA'S CLEVEREST FARCEUR

CHARLEY GRAPEWIN

Presenting "JED'S VACATION"

NEW YEAR'S EVE — TWO REGULAR SHOWS SPECIAL "CLOWN FEATURES" EXIT WAR—ENTER PEACE BETTER HURRY FOR TICKETS — 8 P. M. and 10 · · 30



The Circle

SHRINE OF THE SILENT ART

ALL CHRISTMAS WEEK, STARTING SUNDAY, DEC. 22

First Screen Appearance of The World's Greatest Opera Star

ENRICO CARUSO

in

"MY COUSIN"

Roscoe "FATTY" Arbuckle

as "The Sheriff"

And "Ye Merrie Voices of Yuletide," with the Circle Double Quartette in the Songs and Carols of Christmas Time

NEWS WEEKLY, WAR REVIEW, TOPICS OF THE DAY, SCENIC STUDY

SIGNOR NATIELLO AND THE CIRCLE ORCHESTRA



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CLEAN CUT LASSY BURLESQUE

Week of Dec. 23rd

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NEW YEAR'S NUMBER

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Dec. 28, 1918 | Number 14

## RING OUT THE OLD!

## Efficient Use Of Liberty Motors

(By G. Douglas Wardrop.)

While I was in Detroit addressing the Society of Automotive Engineers, I received a large number of requests for information as to what the prospects are of using the twenty thousand Liberty Motors which will have been produced when production on present contracts is completed. I have since taken up the matter with the Government and aeronautic authorities and this investigation has lead to defining clearly the immediate prospects of the American aeronautic industry and American aeronautics in general. The result of this general inquiry, together with the prospects explained in Detroit, are being summarized herewith. The result of our inquiry shows that not only the twenty thousand Liberty Motors can be put into use during the coming eight months, but there will actually be a demand for as many more motors of different types.

This statement is based on facts. Knowing exactly what still remains to be done for national aerial preparedness, we know, for instance, that besides maintaining the Army, Navy, and Marine Corps, we still have to establish Naval and Military Air Stations in the United States and its territories, and that hundreds of aircraft are needed for our coast defenses, which have never had aircraft.

Aerial Age has published the reports of the Secretary of War, General Kenly, and the Navy Department, which tell exactly the aeronautic program needed for our national defense.

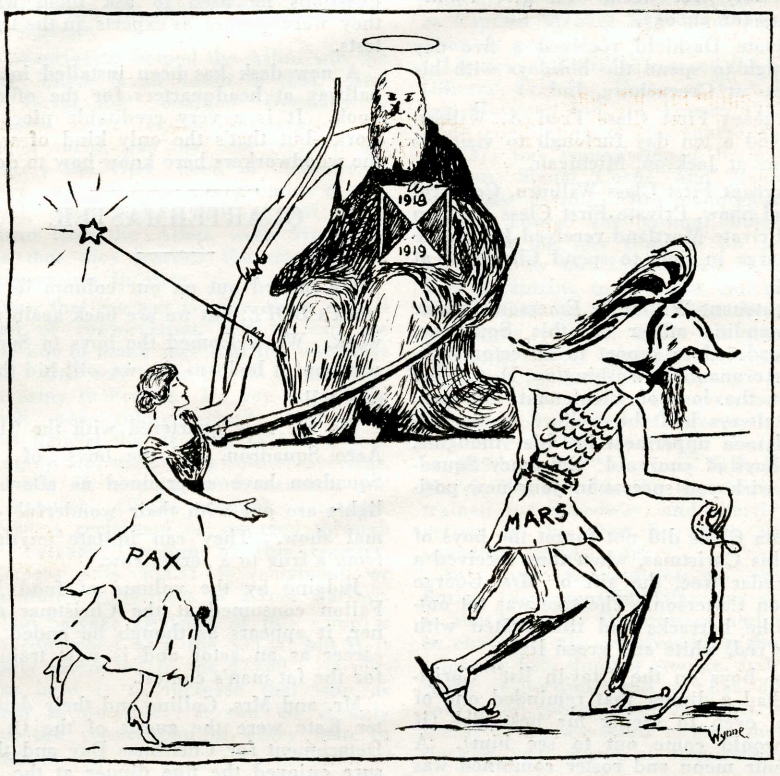
We have printed articles showing the extensiveness of the aerial mail plans to be put into effect during the coming year.

*Over Two Millions for Aerial Mail Lines.*

Appropriation of $2,185,000 for purchase of aeroplane and maintenance of air-line service for the Post Office Department, which is an increase of $1,885,000 over the $300,000 originally estimated by the Department, is recommended in the Post Office appropriation bill reported to the House by Representative Moon, of Tennessee.

The bill carries recommendations for a total appropriation of $359,657,577. This is about $2,000,000 less than the appropriation for the present fiscal year, which was $361,477,577. The estimates of the Post Office Department for the next fiscal year amounted to $368,782,577.

There are a score of other important developments, each promising to require from a hundred to several thousand aeroplanes this year, such as the establishment of aviation sections in the police of the different cities.—Aerial Age.




*The Turning of the Glass.*

## THE NEW ENGINEER

*By WILLIAM HERSCHELL*

*Heads up, People! Clear th' way!*
*My next stop is New Year's Day.*
*"Nineteen-nineteen!" That's my train,*
*Comin' in right down th' main.*

*"Nineteen-eighteen?" Where is she?*
*Headin' in to clear fer me.*
*Engineer's all old an' gray—*
*Had to give me right-of-way.*

*"Nineteen-eighteen!" She's about*
*Done an' gone an' flickered out;*
*Headlight's lost its fiery gleam,*
*Boiler's runnin' low on steam.*

*Orders is for her to back*
*In at old Forgotten Track,*
*Other side of Used-to-be,*
*Sometimes called Eternity.*

*But, why fret of age an' grime?*
*Here's my New Train right on time,*
*Bringin' Joy an' Hope an' Cheer—*
*Tourists bound for Glad New Year.*

*I am Youth an' run my train*
*Hopin' we're not flagged at Pain;*
*Prayin' we'll be cleared at Woe*
*An' not stop at Fault or Foe.*

*Get your tickets through to Grins,*
*Where th' good, smooth track begins.*
*Love's your luggage! Leave your sword!*
*"Nineteen-nineteen!" All aboard!*

## RING IN THE NEW!

## Discharges Not Yet In View

Although a few officers and men have received discharges at this Post no demobilization orders have yet been received. Repair work is continually arriving by freight so that it is not yet known how long this depot will be in operation.

Men who have made application for discharge on account of dependents and urgent industrial reasons were given consideration, and up until this week seventeen had received honorable discharges. The men are Ronald A. Wilmarth, John P. Wilburn, William Chapman, James Chaput, Charles Devoghel, K. H. Durston, Samuel Futransky, Frank S. Johns, Smith O. Knode, Paul C. Mortland, Daniel P. North, John Peak, Nesbit Peck, Herbert Selig, Bet Setzer, Loral Shaw, Charles F. Van Dyke.

The officers who were discharged Tuesday and returned to their homes for Christmas were: Second Lieut. A. C. Goodrich, Second Lieut. Charles P. Stallings, Second Lieut. Olin J. Canute, Second Lieut. E. A. Stanton and Second Lieut. John C. Love.

## Reception For Soldiers

The soldiers of this Post are invited to attend a New Year's Reception at the Bundy Club, 129 East Ohio Street, from 3:00 to 6:00 p. m., New Year's afternoon, is the announcement made by Mr. Walter Pfaff, of the War Camp Community Service.

A special musical program is being arranged and the event is for both officers and enlisted men.

## Maj. Schroeder Here In French Nieuport

Major Rudolph Schroeder, who recently made the world's altitude record of 28,900 feet, at Wilbur Wright Field, landed at Speedway flying field, Monday, in a French Nieuport plane, which has been in bullet scarred action at the front. He was accompanied by his wife as a passenger. They were on their way to Chicago, where they spent Christmas at his home.

The airplane, which contains a Le-Rhone motor, was used by the French officers who were stationed at Wilbur Wright Field under the command of Tabeteau. Upon their return to France Major Schroeder was given permission to use it at any time. While here he did novel stunt flying over our camp. Few at this Post had ever seen a French Nieuport in the air before.

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# SQUADRON NOTES

## 809.

Under the safe guidance of Sgt. Major Cooper, the entire squadron boarded the interurban cars Christmas eve and went to the city to celebrate. The dinner at the Severin Hotel was a huge success and was enjoyed immensely, if hilarity is any indication. Musical numbers by Mott and Jaffe and a short informal talk by Lieut. A. B. Eldridge featured.

Feeling that a dinner was not enough for his men, Capt. Mahan passed around theater tickets and 809 immediately took possession of Keith's Theater. The show was an extra good one and furnished the squadron "jokers" with a new line.

Much credit is due the captain for the pleasant evening spent, as the squadron fund could not have been used to better advantage. For those in the squadron who spent last Xmas at Kelly Field it was indeed a great success.

### XMAS IN THE 809 MESS HALL.

(Apologies to Dickens.)

We had turkey, cranberry sauce, pie and cake,
A combination that made—
MY "TUMMY" ACHE.

Sgt. Frank Craft, the world-famous moulder, claims that airplanes are not such bad things to ride in as one might imagine. Especially so when a fellow is roped in and is not in his right mind.

Anyone who desires a furlough, indefinite or otherwise, see Sgt. Crooks and he will grant the same providing, of course, that it is a holiday.

Speaking of holidays, Barney Goldstein states that these "Irish" Christmases have them all beat.

Barber Evans left last Saturday to spend Christmas with his parents at Olyphant, Pa., and also to act as Santa Clause to the children of that struggling hamlet. During his absence the Gillettes are working over-time.

The following named men have received their discharges and have left for the far corners of the United States. The men that left were: North, Futransky, Knode, Chaput and Devoghel. Not one of them has ever been wounded and return home as safe and sound as when they left. Our hearts go out to the men in the squadron who live in Indianapolis and are so far from home and yet have to bear the cruelties of war and remain in the service.

## 810.

A quartette of Pennsylvania Dutchmen entertained Sergt. Baer, alias "Sleepy Sid," Christmas morning, with his favorite selection "Jingle Bells."

The committee from the "Amen Corner" have not handed in any reports so far. We are anxiously awaiting them, but no doubt the holidays interfered with the usual sessions.

Rube Cooper spent the holidays back on the farm.

A young lady behind a soda fountain in town, says she is sore at the 810 boys. She was seen with Saul the other Sunday. Well, what of that?

Amburger is thinking of going out in the "woods" hunting.

The best Xmas North ever had. Plenty of candy but no cigars.

Crowder and Groesbeck were seen Xmas day giving an exhibition of nose dives, side steps, etc.

Nevilles expects to have sleds put on his motorcycle in order to go riding on the snow covered hills.

Talking of lucky ones, Sgt. Bradford has them all stopped. He received a lovely pocketbook Xmas. Ask him about it.

Pretty easy De Vos—you get two Christmas celebrations.

Ducce met an overseas friend Christmas eve. They became rather affectionate. Well just ask "Duckeye" about the baggage car.

Wonder what date they celebrate Christmas in Waters country. He had to ask just what the date was we're celebrating.

Sgt. Helmeans must be in training for going back to his home—as he has promised the entire squadron confinement to the Post.

Lear and Shriver seem to have the record for walking—as they walk all over Indianapolis nightly—but never succeed in gathering up courage.

## 811.

Farmers Mason Bryant and Howard N. Brown, of 811, are very anxious for their discharges, so they may get their poultry farm started. You see, it's this way: Both like the simple life and Howard has devoted most of his years to the study of "chickens." That it will pay well Bryant feels certain, for he overheard a man say at the Speedway "Follies" only last week, "I'd give twenty dollars for an egg."

Private Dashield received a five day furlough to spend the holidays with his parents at Greensburg, Ind.

Sergeant First Class Fred A. Willard received a ten day furlough to visit his parents at Jackson, Michigan.

Sergeant First Class Wilburn, Corporal Laurel Shaw, Private First Class Durston and Private Mortland received honorable discharge in time to spend Christmas at home.

Lieutenant Wilbur T. Emerson, former commanding officer of this Squadron, was ordered to report to Director Military Aeronautics, Washington, D. C. We regret the loss of Lieutenant Emerson, who always had the welfare of the enlisted men uppermost in his thoughts. The boys of your old "Efficiency Squadron" wish you success in your new position.

Santa Claus did not forget the boys of 811 this Christmas, when they received a big cedar tree, the gift of Mrs. George Morton Catterson. The tree was set outside the barracks and illuminated with many red, white and green lights.

The boys on the "stay-in list" Christmas had a dinner that reminded one of home, even to seeing his best girl (if she would come out to see him). A souvenir menu and roster combined was given each one. The menu was as follows:

Blue Points on Half Shell
Cream of Celery
Celery Assorted Nuts Olives
Roast Young Turkey
Sage Dressing Cranberry Sauce
Mashed Potatoes, Candied Sweet Potatoes
Hubbard Squash
Fruit Salad, French Dressing
Toasted Crackers
Hot Mince Pie
Ice Cream Assorted Cakes
Apples Bananas Grapes Oranges
Coffee Sweet Cider
Cigars Candy Cigarettes

## 821.

Lieut. Snee has been given a fourteen-day leave of absence and is visiting in Washington and Wilkesbarre, Pa., over Christmas and New Years.

Markum and Goar are still looking for the child lost on the night of the "Speedway Follies." It may be that Lieut. Snee took the "Little Lost Child" with him when he left on his leave.

Gerard said "They not only kept all of the Jew's in 821 in over Christmas, but added insult to injury by feeding them roast pork. Still it might have been worse.

Midnight sports in 821 consists in hunting a place to bunk. Now that several men are assigned to the same cot, it is first come, first served.

Talk about the "Beauty Squadron" you should see one of the pictures of the 821st Squadron. They may be the Rooky squadron, but they are the best looking at that.

## HEADQUARTERS.

The Adjutant, Lieut. Ralph M. Snyder, spent Christmas at his home in Chicago. Lieut. Goodrich was acting Adjutant until noon Tuesday and Captain Mahan until the Adjutant returned.

Lieut. Sherwood, who has been stationed at the Aviation Repair Depot, Montgomery, Ala., visited this station Thursday, December 26th, having just received his discharge. He was formerly stationed at this post.

Corporal Fleischauer, orderly at headquarters, is home in Chicago this week on a furlough.

Lieut. A. C. Goodrich, Assistant Personnel Adjutant, now Mr. Goodrich, is no longer seen around the Personnel Office or in the Adjutant's chair, having received his discharge Tuesday. Mr. Goodrich said as he was leaving that any who had anything against him could now have the pleasure of getting even with him. As yet we have not heard but that he went forth unscratched. About the only thing any of the men might have had against him is for the hard questions he used to ask them when they were posing as experts in the trade tests.

A new desk has been installed in the hallway at headquarters for the officers book. It is a very creditable piece of work—but that's the only kind of work the woodworkers here know how to do.

## QUARTERMASTER.

We missed out on our column in last week's *DOPE*, but we are back again this week. We welcomed the boys to Speedway, and it looks as tho we will bid them farewell.

We are now quartered with the 811th Aero Squadron, and the boys of the Squadron have entertained us after the lights are out with their wonderful animal show. They can imitate anything from a frog to a Jersey cow.

Judging by the volume of food Jim Fallon consumed at the Christmas dinner, it appears as though he ended his career as an actor and is now training for the fat man's contest.

Mr. and Mrs. Collins and their daughter Kate were the guests of the Q. M. Detachment for Christmas Day and they sure enjoyed the fine dinner at the 811 Mess. "Good for you, Hayden."

## TRI-FLEUR CLUB TO GIVE DANCE

The members of the Tri-Fleur Club invite you to dance with them and their friends New Year's night at 8 o'clock at the Women's Department Club, 1702 N. Meridian Street.

## Y. M. C. A. NOTES

Mr. Gaskins, social and recreational secretary, was taken to the general hospital, Fort Harrison, Sunday morning, having developed a case of influenza. At this writing he is much better, and we will soon have him with us again.

Mr. Richard Roberts of Ft. Harrison Y. M. C. A. is taking Mr. Gaskins' place. Mr. Roberts has had quite a little experience in Y. M. C. A. work, being stationed at Ft. Harrison for over eight months. After January 1st Mr. Roberts will have charge of the religious work. He is anxious to meet all the men and you will find it a real pleasure to meet him and know him.

We regret to lose our religious and educational secretary, Ernest H. Maze. Mr. Maze has been with the "Y" since last June and certainly has won the men of this Post. His untiring efforts in arranging class work, good religious speakers, and his daily visits to the shops and barracks have made him probably the best known and best liked of all the "Y" men. And the rest of us are not a bit envious of him for he deserves it.

He leaves here to enter the banking business and we certainly wish for him abundant success and happiness in his work.

R. S. S.

## FORTY-TWO HOUR PASSES GRANTED CHRISTMAS.

All work was suspended during the Christmas holiday except guard, necessary fatigue and routine work at headquarters. As many as could be spared from camp were given furloughs, and passes were granted from 1:00 o'clock Tuesday until 7:00 a. m., Thursday.

The entertainments in Indianapolis supplied all soldiers with plenty of amusements and the forty-two hours all went too quickly, except for those who had to remain on the Post.

The 809th Aero Squadron celebrated the day with a dinner at the Severin and a theater party at Keiths afterwards on Christmas eve. There were no formal talks but the party took the form of a farewell party, with their Squadron Commander, Harry B. Mahan, at the head of the entertainment committee.


# Post Exchange

HOURS: 7:00 A. M. to 9:30 P. M. Week Days
9:00 A. M. to 9:30 P. M. Sundays and Holidays

**Hot Cakes Served at the Lunch Counter**

From 7:00 A. M. to 12:30 P. M.

AGENTS FOR

# L. Strauss & Co.

We have a complete line of Christmas Articles, including Fitalls, Money Belts, Smokers' Sets, Cigarette Cases, etc., which we are disposing of at 20 per cent. discount. Ask to see this line.

## ENGINEERING DEPT.

### ENGINEERING NOTES.

We understand that Goar and Markum have applied for a discharge for theatrical reasons.

An epidemic of "Furlough-ites" seems to have hit the Engineering Office. The force is all broken up but I guess that since the show is over that we can get by.

"Nig" Henry was shot (or rather bit) on the hand the other night in an engagement. Bad luck seems to be following him these days as he is always on the casualty list.

We haven't heard Willis say a word as to what he is going to get his girl for Christmas. What's the matter old man, you didn't let a little thing like a pair of silk stockings step between you, did you?

Wells has been put back on his old job again. We don't know what is the matter. Perhaps he needed a rest.

We are entertained daily now by the machine shop quartette. They harmonize best on a little ditty entitled, "I Want to go Home." However, we are afraid that we are going to miss our singing in the future for we understand that Lieut. Maurer does not care very much for music.

We were under the impression that a man had to have about seven children in order to get a discharge. Give us the receipt Futransky.

Our great theatrical man, Will Haney, is home on a furlough resting from the effects of stage shock. We will say that he is resting although we wouldn't be positive about it.

Wonder what has become of the old fashion file clerk who could go right to the files and pick out any letter.

Orderly Shoemaker is home on a furlough. Oh, well, school teachers usually have a vacation about this time of year anyway.

We are going to lay off of Retseck and his girl this week and not say a word about them.

Lieut. Bishop is looking for a good gold brick in the engine repair that would like to help to keep the boys warm this winter. Could you imagine a good gold brick in the boiler room.

### CONCERNING CONSERVATION.

It takes a bit of head-work to care properly for your feet. A soldier's best friends, it is said are his gun and his shoes. Nowadays, there's some doubt about the need for the gun, but though armistice be signed and peace terms discussed, and Huns be routed, our shoes still remain with us to be our best friends, or our worst enemies, according to the treatment we give them.

The first great requirement of a soldier's shoes is that they are big enough. No sense in being bashful. Uncle Sam has all sizes, and the big ones don't cost you any more than the others. One private at Camp Grant wears size 17 and gets around, so why worry? The army shoe has brought it about that big feet are going to be the style now that the war is over, while corns and bunions are decidedly not. A short shoe particularly for men who must drill and march, is about the cussedest thing in the world.

To keep your shoes in serviceable condition and to get the greatest amount of wear and solid comfort out of them is to save yourself and to save for your government. You should have more than one pair, if possible. Shoes, like their wearers, get tired, and do much better work with a bit of rest. Alternate the wearing of two pairs when you can—one pair today the other tomorrow.

Keep them well oiled and greased. It softens the leather, adds to their comfort in wearing, and makes them waterproof. Moisture, mud and perspiration take the oil out of the leather and make it stiff and brittle.

After a hike through the mud, take off your shoes, clean 'em, stuff 'em with paper and let 'em dry, not by putting them directly against the fire, but gradually and naturally. Then grease them.

As soon as the first layer of sole begins to wear through, shoot 'em in for repair. If you wait until your foot is resting on the ground it is hard on your socks and feet, and makes it almost impossible to repair the shoe.

Have you heard the pathetic song of the worn-out shoe, as overheard by a reclamation officer at Camp Grant?

"You made me what I am today,
I hope you're satisfied,
You wore and wore me down, until
My sole beneath me died.
You failed to give me descent care
Tho I was good to you.
Please give better care to your next pair,
That's the curse of a worn-out shoe."

Army shoes cost the government $6.00 a pair. Each man wears about four pairs per year. The folks at home pay the bill; $72,000,000 a year at the most conservative estimate.

A little sense on our part makes a little less expense on theirs.

Let's have the sense, and spare them the expense.

Conservation helped the Allies win the war. There is no doubt of that. And one factor that enabled Germany to struggle along for so long against the whole world, was that she realized absolutely the vital need of conserving every scrap of food, every ounce of material, every square foot of soil. One reason that the Allies were victorious was that they learned the necessity of conservation in time.

Now that the war is over, there is still need of conservation, not to win the war, but to make sure that the war stays won. One way to do this is to maintain our army in France. Do you know how much one soldier costs? Authorities have figured that it costs $423.47 a year to equip and maintain a soldier overseas, and $327.76 to equip and maintain one in America. Of the original equipment, $75.80 is reclaimed or salvaged through the Salvage Division in this country. Overseas only $33.31 is reclaimed, or was under conditions of actual warfare.

The Salvage Division of this camp is not concerned with the $33.31, but it is vitally interested in the $75.80. Its purpose here is to increase that sum as much as possible. It can do it only with the cooperation of every man in camp.

## OUR SQUADRON COMMANDERS

### LIEUT. A. B. ELDRIDGE, C. O. of 811

Arthur B. Eldridge, Second Lieutenant, A. S. A., assumed command of 811th Aero Squadron on December 19th last, upon receipt of orders by Lieutenant Emerson, former commanding officer, to report for duty in the office of the Director of Military Aeronautics in Washington. He thus becomes the third commanding officer for the "efficiency squadron" since its arrival at this post, with the records of such capable officers as Captain Menkel and Lieutenant Emerson as precedent.

Lieutenant Eldridge entered the Second Officers' Training Camp at Fort Benjamin Harrison Ind., in August, 1917, and upon completion of the course, November 27, was commissioned in Aviation Section, Signal Corps, and "banished" to Kelly Field. After completing the special course for ground officers at that post, he was assigned on January 14, 1918, to the 359th Aero Squadron, then organizing in the dust and mud of Kelly Field No. 2, assuming the duties of Supply Officer. After six weeks of strenuous effort to get the squadron equipped he had the "pleasure" of seeing the outfit entrain for overseas while he occupied the desk of Information Officer in Post Headquarters. Assignment to 809th Aero Squadron followed on March 8th, the day the organization entrained for Speedway, and shortly after arrival at this Post he again assumed squadron supply work.

In April, in addition to squadron duties, Lieutenant Eldridge was assigned to the Engineer Department and placed in charge of the woodworking shop and later dry kiln, lumber storage, and woodparts inspection, and it has been a source of gratification that his departments were always able to keep their production well ahead of requirements.

In August, in anticipation of men from this Post seeing service overseas, Lieutenant Eldridge was detailed as officer in charge of Instruction in Gas Defense for the garrison. After completing the course in the Gas School at Fort Harrison, the instruction was given each squadron in turn, and while only a limited time, after evening mess, was available for the work, a very satisfactory degree of proficiency was attained.

In lieu of duty overseas Lieutenant Eldridge's assignment to this Post was very congenial, since he was born and has his permanent home in Indianapolis with his wife and two children. He completed the local high school courses and attended the University of Wisconsin, taking work in Engineering Department. During his sophomore year he attained the rank of First Lieutenant in the University corps of cadets and was elected to membership in Scabbard and Blade, the honorary college military society. His business experience has been largely in wholesale and retail lumber and planing mills, in Indianapolis, and just prior to entering the service, banking and mortgage loans.

Lieutenant Eldridge also succeeds Lieutenant Emerson as Post Echange Officer and hopes to be able to continue the handsome dividends as regularly as in the past.

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### TWO GREAT SUNDAY CONCERTS.

Two great Sunday concerts are announced by the Ona B. Talbot Fine Arts Association in the series of Sunday afternoon concerts under the direction of this organization. Josef Rosenblatt, the great Jewish tenor-cantor, will be heard on Sunday afternoon, January 12th, at 3 o'clock, and Josef Hofman, the famous Russian pianist, on Sunday afternoon, January 19th, at the same hour.

Josef Rosenblatt is one of the most remarkable figures on the concert stage today, and has recently refused a contract to sing with the Chicago Opera Co., which would have paid him $1,000 a night, because of his singing in the Synagogue. The Jews have found in him a singer who promises to be their Caruso. Cantor Rosenblatt possesses a voice of rarest quality. It is full, rich, resonant, ample of power and range. His voice is exceedingly flexible, and achieves the most florid passages with remarkable ease, aided with a sense of absolute pitch. In the fields of opera and art-song interpretation, he is wonderful and the tenor arias from the great operas make a deep impression. To hear him sing Hebrew religious songs or Jewish folk songs is like hearing McCormack sing "Macushla" or "Molly Brannigan." You know that there is probably no one who could do it so well or remain so true to the heart and spirit of the music. Josef Hofman, acclaimed as the greatest pianist of his time, will be the attraction for the fourth of the series of concerts. Seats for both concerts are on sale at Ona B. Talbott's office in the Hume Mansur Building.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Speedway, Ind. Telephone Belmont 1700.

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It is reported that the Hohenzollern sock was found to be filled with reflections mainly, and that General Remorse presided at the head of the table during the Christmas festivities.

The New Year of 1919 will be ushered in fraught with more worldly important concluded certainties, and more potential future possibilities, than any year of the world's history within the memory of any living person. A world menace which has existed continuously for practically a century, has been conclusively and effectually removed. It has been a menace that has presented to the Old World diplomats for several generations past their greatest problems, when charged with the responsibility of steering their respective ships of state through the whirlpools of the natural world development.

The Teutonic influence, wherever in the world it has been exerted, has made solely for ultimate Teutonic world domination; and the means always used to that end have always been a discredit to the users and a disgrace to civilization. While England has been engaged in civilizing, enlightening and educating its colonies all over the world; while France has been giving better government and stamping out barbarism in all its territorial domains; while the United States has been conscientiously preparing the Philipino for ultimate self government; yet in every project of territorial expansion in which Germany has been engaged we have found it accompanied by brutal and degrading conquest, and wholly unattended by any higher influences following subjugation.

But now, with the Teuton thoroughly discredited and disgraced in the eyes of the civilized world; with his influence for evil forever destroyed; we may look forward to no future interruption in the onward stride of the civilized peoples of the earth toward that goal to which christianity has been looking for centuries. The League of Nations may or may not become a realism; it may even be only a league on paper instead of reality; but the one great governing influence that has been forever fixed as a world realism is that henceforth the Anglo-Saxon shall dominate the future world problems;—that upon the English speaking people shall rest the responsibility of the world's future welfare. And just as certainly has it been demonstrated that henceforth the Latin races must look for their best interests to the humanely moral influences of the Anglo-Saxons, and follow their lead in all future development. Verily may we now say: "ring out the old,—ring in the new. Peace on earth. Good will to men."

Enough kings, queens, knaves and jack-a-napes have leapt out of, and into, thrones in Europe this four years past to supply the purveyors of romance for a century. Our children and grandchildren will have offered to them in the guise of sugared "History" several hundreds of thousands of historical romances based on recent events. Go to it, ye scribes! There's money to be made, and the children yet unborn cannot defend themselves.

Nearly every man on this Post is privileged to wear either one, two or three service chevrons, which denote in the public eye a term of military life that has meant much to you as well as the world. All your actions must be in keeping with the distinction they confer.

Army slang is not altogether the best thing in the world for improving one's English. The St. Paul *Propeller* suggests that dictionaries would not come amiss in getting back to the pre-war method of exchanging thoughts.

Now at the close of the war we find our airplane industry running at its maximum efficiency and the question is whether the government will see fit to maintain this efficient organization or will let it go to waste. The countries of Europe will turn these necessities of war into advantages of peace and it is sincerely hoped by those in the air service that the United States will not let this opportunity of being the leader in aeronautics go by. The Liberty motor is the biggest step forward in that direction. There will no doubt be a contest to see which country will first successfully send a ship across the Atlantic and also to the North Pole. The value of airplanes for fire-fighting purposes have been demonstrated many times and thousands and thousands of dollars worth of timber could be saved by the use of airplanes in the big forest reserves in watching for fires. Airplane production need not be an expense but can be an investment.

## SHOULD PAY MILITARY COURTESIES.

Out of respect to the uniform they are wearing, officers and enlisted men should observe military courtesies at all times, even though they may be out of the service. Officers and enlistd men may wear their uniforms several months after separation from the service, but every former member of the service will take soldierly pride in continuing these customs to the last. In this connection Secretary Baker has ordered that all discharged men be furnished with scarlet chevrons to be worn on the left sleeve to indicate their status.

## "NO HUMILIATION."

(By Sir Owen Seamon, Editor of "Punch."

Rumors arrive as quick as swarming bees;
Our evening rags announce with raucous clamor
The latest wire, the semifinal wheeze
Transmitted by the fertile Rotterdammer,
Giving a local version
Of William Two's spontaneous dispersion.

Here and elsewhere his advocates impute
Innocence to the Boche—a gentle creature,
Too prone perhaps to lick the trant's boot,
But otherwise without a vicious feature;
They'd have our wrath abated;
Poor child, "he must not be humiliated."

Why not? Against his army's bestial crimes
He never lifted one protesting finger;
The wrongs of Belgium drew his jocund rimes;
Over the Hymn of Hate he loved to linger,
Pressing the forte pedal,
And wore—for luck—the Lusitania medal.

Why should his pride of race be spared a fall?
Let him go humble all his days for sentence.
Why pity him as just a Kaiser's thrall,
This beast at heart!—tho fear may fake repentance?
For me, when all is said,
I save my pity for our murdered dead.

# Autobiography of a "Warehouse Rat"

## PART EIGHT

(By "Gus")

Here it is Christmas and I am not in Paris or Berlin. A year ago I was promising to entertain in some foreign capital. I was in Texas then. Well, I am in the foreign capital all right, but the only water I ever crossed was White River. I really don't blame the natives here for how can they tell what it is like out in America when they have never been to Peoria or Ft. Worth.

I am glad I learned to wear wrapped leggins before Christmas. All the fellows are wearing them now. I am afraid that an efficiency expert would go crazy trying to figure all the hours of time this post has lost while the men were learning to wrap their calves. I know one tall, slim fellow from outside of Indiana, who has cut out all shows and pleasures to get time to practice. He rolls and unrolls those little O. D. rags twenty times a day. His chief trouble seems to be a lack of calf to wrap. He bought spiral when he needed straight.

You know since I lost my last girl I have been thinking of home. The other day I put in for a furlough and stated "official business in connection with my future career." How can our C. O. know that I never had any business in the town I named? I don't think he will tumble that I just want to look up some real old friends. I remember one especially who always wore pink hair ribbons and chewed gum in spite of teachers. She should be all grown up now and looking for returned soldiers. It will be just my luck to have to say in camp like I did July 4th, and all the real days.

Say do you know my friends in camp, all two of them, have quit talking about the swell jobs that were waiting for them when they get out and now just want a plain discharge. Two or three weeks ago they were talking about the big dough they could make if they were out. I just kept getting blue all the time. But since they have let up a little I feel sure my future career is on the laundry wagon. People just can't help getting clothes dirty so my job is a sure thing.

I know one fellow who used to sell prunes in Montana, but that business will never be good again. Every man that has ever been in the army will be full of that stuff for fifty years any way. I don't know what he is going to do. Life is sure blue for some of these fellows. I often feel sorry for the fellow who intends to sell Saxons in Texas, too.

Here I have been putting in all this sad stuff with Christmas here, too. I didn't intend to but when I hear of these high-paid men in civil life being held as corporals and sergeants, I wish they could all get a second lieutenancy in the regular army so they could draw real money.

I hate to mention the Follies again this week, but I just want to tell you that if you ever forget any of the jokes they sprung, you just get a copy of the Peruna calendar for 1901 and they are all there. I don't see why they changed the names in them for. I could have found them lots quicker if they had left the old names in. Well here is for Christmas. Furlough or no furlough I am going to leave Christmas.

## RESERVE OFFICERS TO BE PERMITTED TO FLY EACH YEAR

Officers of the Air Service, Aeronautics, who remain in the Reserve Corps following their discharge from the regular service, will be permitted to fly Army planes even after their release from active duty. This information is of special interest to the Army pilots now leaving the service, as most of them had expected that they would have to give up flying or buy a plane. Although something like air livery planes are foreseen in the near future, the present cost of a plane is equal to the price of the most expensive English or French automobile, a price prohibitive to most flyers, and even though an expert pilot might be able to arrange for a "jazz" flight in some ship capable of fifty or sixty miles an hour, if he had been accustomed to flying planes doing from 90 to 135 miles an hour, it would be tame sport for him and of little attraction.

According to present plans, reserve officers of the Air Service, Military Aeronautics, will be called to flying fields for active duty for a period not to exceed two weeks each year. These pilots who have not flown for some time, would be sent up, first, under an instructor in order to demonstrate their ability to handle a ship. After the dual control flight they would be permitted to fly solo during their period of training service. In the event of another emergency, these flyers would immediately be taken into the service again as commissioned officers without further training or instruction.

A HARD-BOILED SERGEANT.
*—Arcadian Observer.*


**Indianapolis Blue Print & Supply Co.**
Century Building
BLUE PRINT PAPERS—DRAWING MATERIALS
MAP PRINTERS

*SMOKE*
**Lincoln Highway**
CIGARS
**Hamilton, Harris & Co.**
*Indianapolis, Ind.*

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If you want a real work of art, a true and natural resemblance visit our studio.
*Our Work Always Pleases*
**HOLLAND STUDIO**
Makers of "QUALITY" Photographs
17 W. MARKET ST.
Cor. ILLINOIS ST.

## LETTER FROM FIELD CLERK RAYMOND SMITH, FRANCE

13th November, 1918.

My Dear Crooks:

Yours of 5th October, which was returned and forwarded again from Indianapolis on October 25th, reached me here this evening. Why didn't you do it before?

Well, Crooks, old boy, since leaving the good ship "Metagama" at Glasgow, Scotland, Sunday, September 29th, I have seen some country. We boarded one of the dinky English trains there for Winchester, England, going thru Carlisle, Crewe, Preston, Birmingham, Oxford. We arrived at Winchester Monday morning at 5 o'clock and were sentenced to the rest camp there for two days. We left there for Southampton and crossed the English Channel at Southampton, arriving France via LaHavre. At LaHavre we ran into another rest camp and after staying there one day went to Blois. We arrived Blois on Saturday, and left on Monday for G. H. Q. At Winchester we had a very good time in the cafes (anything you wanted to drink) and another good time at LaHavre, and still another good time at Blois.

I enjoyed the ocean trip very much. Not one of our small party (25) became sea-sick. We were having too much of a good time. In the party were several men who, like myself, had been discharged from the service—two marines, one sailor, one Q. M. and myself—oh yes, one from the Engineers and two medical men. However, I saw lots of people on board *feeding the fishes.*

We arrived G. H. Q. on October 8th, and I was assigned to Hdq. Second Army, arriving here on 10th October. Our party was all split, the boys all going in different directions, but don't consider me boasting when I say I received the best job. I am in the office of the Chief of Staff, Second Army. He is a Brig. General and a very fine man to work under. Several times on the way over, I wished that I had been appointed a field clerk sooner, but at the same time appreciating the time spent at the Speedway together *with the acquaintances made there,* but had I came over sooner, I would not have received this assignment, because the Second Army was just organizing when I came here. Two days after I was on the job the Major General (then) came to assume command. The first thing he did was to peep into my office (oh yes, I have an office) and said: "Say, son, I would like to write a few letters." Well, I pulled myself together after the shock and gave him a very good job, because I knew that if I did good work I would get his work to do and that was what I wanted. He is a pleasant old gent and very considerate. Only recently he was promoted Lieutenant General. A week ago last Tuesday, the C. in C. (General Pershing) was over to see our General. I did something I longed to do for some time —*salute him.* He has the best salute in the army, too. The movie-man was on the job and took a picture of Gen. Pershing and our General shaking hands. Maybe you will see the same in the States. If you do, remember that I was nearby at the time, looking on from the window. I have now seen all the ranks in the army from private to full-fledged General. I very seldom see any of the second louies or even first lieuts., for that matter. Of course, I hated to leave my job at the Speedway, but I feed rather proud of what I have been up against over here. I have been treated much better with the *big boys* here than by some of the Louies at the Speedway.

Our Army (Second) began its first offensive the same day that the Armistice was signed, and it was a dirty shame that we had to stop. It used to be a common thing to see the Boche come over in one of his latest bombing planes and drop us a package. Sunday one came over at a height of about 7,000 meters and his plane sideslipped and his observer fell out. He righted his plane at about 3,500 meters and then our anti-aircraft guns began hitting him, and he politely jumped out with his parachute and landed *safely?* in our lines. He said he and his partner were only joy-riding, but it was a mighty poor place to be joy-riding, don't you think?

You should have seen the Frenchies the other day when we heard that the Armistice was signed. They have a peculiar way of celebrating. But I suppose it was worse in Paris. By the way, I was in Paris recently. It is some city. I know you would be crazy about it.

Well, Crooks, I am sorry, but I don't think you or the 809th Aero Squadron will get to see the ocean much less France. But a whole lot of fellows over here don't like it. However, I do, and am living in hopes that I will get into Germany before it is over.

With best regards to yourself, Captain Laughlin, Lt. Lord and the office force, and to all inquiring friends, believe me,

Your friend,
RAYMOND J. SMITH,

A. F. C. Hdq. Second Army, American E. F.

Sgt. Floyd W. Crooks,
809th Aero Squadron, Speedway, Indianapolis.

Best regards to Cooper.

P. S.: I suppose all of your crowd will be gone when I get back, but continue to write me, and maybe some day we will meet somewhere.

Did Bud Retheck die?

## AERO STATISTICS SHOW GROWTH OF SERVICE

In a letter from Secretary of War Baker dated November 20th, General Pershing stated that a total number of 4,045 pursuit, observation and bombing airplanes were in use at the front. Of this number, the letter added, 2,676 were obtained from France, the others from the United States.

Up to November 23 of this year, 8,933 reserve military aviators have been trained in the United States. The attendance at that time at R. M. A. schools was 1,620, and the graduates of advanced schools numbered 3,535; the total number of ground school graduates admitted to flying instructions was 22,658. The number of fliers, including pilots and observers, who were trained abroad, up to November 6, 1918, was approximately 2,300.

Total mechanics trained at American schools up to November 15th was 14,176. On November 25th the total strength of the Air Service was 161,559 officers and men. It will thus be seen that the Air Service was larger than the entire United States Army at the beginning of the war.

The development of military aviation has required the establishment of 40 army flying training schools, 5 schools of military aeronautics, 8 balloon schools, 3 radio schools, 3 photographic schools, and 14 air depots.

## ATHLETIC FUNDS OF THE AVIATION REPAIR DEPOT, SPEEDWAY, INDIANAPOLIS, IND.

### RECEIPTS.

| | | |
|---|---|---|
| June. | | |
| 10 | A. B. C. games, 6/1-6/2, Peru, 6/9 | $ 236.32 |
| 12 | J. A. Allison (contrib.) | 200.00 |
| 12 | War Camp Community Service (contribution) | 90.10 |
| 10 | Lt. Snee (return of expenses advanced) | 50.00 |
| 16 | Lt. Snee, Indianapolis printers' game, 6/16 | 9.22 |
| 24 | Danville game receipts | 12.11 |
| 24 | Lt. Snee (return of expenses advanced) | 50.00 |
| 26 | Strauss & Co. (contrib.) | 50.00 |
| July. | | |
| 2 | A. B. C. game, 6/30, receipts | 114.58 |
| 5 | A. B. C. game, July 5 | 309.76 |
| 17 | Anderson game, July 15 | 30.65 |
| 19 | Boxing bout of July 19 | 101.84 |
| 22 | 811 Sqd., for equipment | 129.03 |
| 22 | 809 Sqd., for equipment | 47.28 |
| August. | | |
| 5 | Boxing bout, Aug. 2 | 130.25 |
| 14 | Camp Taylor games, Aug. 3, 4, 10, 11 | 194.19 |
| 19 | Newcastle game, Aug. 18 | 14.90 |
| 28 | Boxing bout, Speedway, Aug. 23, 1918 | 206.20 |
| 28 | Lt. Snee, reimbursement of money advanced for expenses to Camp Taylor Aug. 24 | 100.00 |
| 29 | Reimbursement of expenses to Marion, July 27, 28 | 14.00 |
| September. | | |
| 10 | Receipts of B. B. game, Marion, Sept. 8 | 8.11 |
| 20 | Receipts of boxing bout, Camp Taylor, Sept. 13 | 36.46 |
| 26 | Receipts B. B. game, Cincinnati, Sept. 21 | 96.34 |
| October. | | |
| 23 | Check No. 40, to Carlin Music Co., cancelled | 20.00 |
| December. | | |
| 9 | Receipts of boxing show at Tomlinson Hall, Nov. 21, 1918 | 486.29 |
| | | $2,737.63 |

### EXPENDITURES.

| | | |
|---|---|---|
| June. | | |
| 11 | Johnson Lumber Co. (lumber and wire mesh for baseball diamond | $ 190.48 |
| 11 | Crane & Co., pipe fixtures for tennis backstops | 15.53 |
| 13 | Spalding & Bros., athletic equipment | 90.10 |
| 17 | American Const. Co., rent of roller | 5.50 |
| 21 | Lt. Snee, expenses baseball team to Danville and Frankfort | 50.00 |
| 26 | Lt. Hamman, for Spalding athletic equipment | 10.00 |
| 26 | Spalding Bros., athletic equipment | 15.90 |
| July. | | |
| 5 | Post Exchange, for pictures of baseball team | 3.00 |
| 8 | Spalding Bros., athletic equipment | 33.12 |
| 9 | Lt. Snee, expenses of baseball team | 30.00 |
| 16 | Spalding Bros., baseball uniforms | 129.03 |
| 18 | Spalding Bros., baseball uniforms | 129.03 |
| 19 | R. S. Shaw, muslin for boxing ring | 4.80 |
| 23 | G. W. Boldon, expenses Pan R. R. Team July 21 | 3.15 |
| 23 | Expenses boxing exhibition on July 19 | 35.00 |
| 23 | Lt. Snee, expenses for Kentucky and Ohio trip | 22.15 |
| 26 | Bars Hotel, Peru, expenses of baseball team | 7.25 |
| 25 | Lt. Snee, expenses of baseball team | 50.00 |
| 29 | 811 Sqd., for baseball uniforms | 75.00 |
| 30 | 821 Sqd., for baseball uniforms | 75.00 |
| 31 | 810 Sqd., for baseball uniforms | 75.00 |
| August. | | |
| 14 | Capt. Menkel, telegram to Lt. Snee at Pittsburgh | .45 |
| 14 | Capt. Mahan, for band expenses | 8.00 |
| 14 | Carlin Music Co., for band instruments | 233.05 |
| 14 | Spalding Bros., athletic equipment | 27.89 |
| 16 | Lt. Snee, baseball team exp. at Camp Taylor | 44.69 |
| 19 | L. S. Ayres Co., for music | 11.15 |
| 19 | Spalding Bros., athletic equipment | 8.83 |
| 23 | Lt. Snee, expenses of baseball team | 100.00 |
| 26 | Spalding Bros., athletic equipment | 24.57 |
| 29 | Lt. Snee, expenses to Louisville | 23.55 |
| September. | | |
| 6 | Post Exchange, for baseballs | 8.00 |
| 6 | L. S. Ayres Co., for band music | .50 |
| 6 | Capt. Mahan, for expenses of band | 90.00 |
| 10 | G. H. Westing Co., baseball supplies | 13.50 |
| October. | | |
| 1 | Spalding Bros., for Quartermaster Team baseball uniforms | 64.00 |
| 16 | Walter P. Pfaff, repayment of loan of June 16, 1918 | 90.10 |
| 21 | Western Union, telegrams | 3.26 |
| 23 | L. S. Ayres Co., for band music | 5.05 |
| 23 | Carlin Music Co., check made in error and credited among receipts | 20.00 |
| 23 | Fuller & Wagner, band music | 3.85 |
| 23 | G. H. Westing Co., baseball shoes | 33.00 |
| 23 | Spalding Bros., boxing supplies | 15.67 |
| 28 | Carlin Music Co., band instruments and music | 113.60 |
| November. | | |
| 5 | L. S. Ayres & Co., band music | 1.25 |
| 18 | Lt. Snee, telegrams to Camp Taylor | 1.44 |
| 26 | G. H. Westing Co., athletic shoes | 2.00 |
| | | $1,996.44 |

Balance in Fletcher Savings & Trust Co., $741.19.

December 10, 1918.

Check made to Capt. Edward Laughlin, Commanding Officer of the Depot, by Capt. William Menkel for the above balance of $741.19.

Unpaid bills as follows:

| | |
|---|---|
| Fletcher Savings & Trust Co | $ 5.67 |
| J. N. Fatout | 4.50 |
| J. N. Fatout | 7.00 |
| A. G. Spalding & Bros | 7.75 |
| G. H. Westing Co. | .50 |
| Carlin Music Co. | 107.64 |
| Total | $133.06 |

I certify that I have this day audited the accounts of the Athletic Funds in possession of Capt. Menkel and find them correct, with balance as above.

HARRY B. MAHAN,
Captain, A. S. A.

December 10, 1918.

Received check from Capt. William Menkel for $741.19.

EDWARD LAUGHLIN,
Captain, A. S. A.

BOSTONIANS
Famous Shoes for Men

*HEADQUARTERS FOR FULL ARMY FOOTWEAR EQUIPMENT EXTRAORDINARY*

*Agents for "Doughboy Shoes," Herman's Army Shoes, Banister, Nettleton, Pels, Shell Cordovan Puttees; French Manoeuvre Shoes; Bostonian Cordovan Dress Shoes; "Fox" Puttees Spiral; Cavalry Boots, Artillery Boots, Riding Boots, Trench Boots, Tan Gum Boots, Canvas Leggings, Spurs, Boot Jackes, Etc.*

Bostonian Regulation Army Shoes ..... *$6.50*

*THE BIG MILITARY FOOTWEAR STORE*

**Marott's Shoe Shop**

18-20 E. WASH. ST.
INDIANAPOLIS

## MEMBERSHIP IN AIR SERVICE CLUB GROWING

The total membership of the Air Service Clubs' Association is now very near the thousand mark with membership campaigns being conducted in almost every field. At Kelly Field, Texas, a meeting of the officers was recently held at which plans were made to enroll members in the Association. Officers at that field declared the Air Service Clubs' Association was the one organization that every man should join, as they pointed out, it was the only organization that had received official sanction of the Government.

Returning Aviators from France in almost every case, are joining the Air Service Clubs' Association. Applications are also being received from men in the Naval Branch of Aviation. The Balloon Section has also responded in a gratifying manner.

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

## TALE SPINS

### YOU AND ME BOTH.

Pat was on his first trip off the ground in a decidedly jazzy plane. The ship went through a score of loops, dives, twists and turns, Then the Pilot, deciding that his Irish passenger was not properly impressed, leaned back and said: "Pat, do you know that 95 per cent of the people on the ground think we'll not come home safely?" "Sure," said Pat, "and there's 50 per cent of those up here thinking the same thing."

### THERE'S HOPE FOR HIM.

A new cadet was describing his first trip in the air. He seemed intent on impressing everybody with his calmness in the midst of danger.

"You know," he started, "when I had fastened the belt securely I discovered two strong bars of wood under the seat which I took hold of. Later, after we had been in the air awhile, I saw the pilot scratch him nose with one hand. So I thought I'd let go with one hand, as my nose was itching, too. So I scratched my nose. Then I saw the pilet rest his other arm on the cowl. Would you believe it—I took the other hand away and rested it on the cowl. I'm telling the truth when I say that I had both hands folded calmly in my lap when we landed—nothing holding me in but the belt!"

Just think of it!—*Ellington L. S.*

### SYMPATHIZING WITH SHEP.

Dear Dad, he wrote, I'm in France,
And sharing in each Yank advance.
We're driving back the filthy Hun,
The Heinies now are on the run.
And I am well and strong tonight,
Except for little things that bite.

Do you recall those happy days,
We sat before the log fire's blaze,
Within our little parlor snug,
With Shep asleep upon the rug,
And heard the clock tick on the shelf,
Except when Shep would scratch himself?

And there were times with sudden zip,
He'd bite himself upon the hip;
Then turn his head in manner queer
To scratch himself behind the ear.
Then like the whirlinig of a gale,
Get up and madly chase his tail.

Well, Dad, I do not want to brag,
But since in France I serve the Flag,
I'll say in running down a flea,
Shep never had a thing on me!
In fact, I think I've learned to do
Some twists our old dog never knew.

We used to scold and put him out,
We would not let him stay about
When he began to thump the floor.
But, oh, when I get home once more
I'll let Shep scratch the evening through,
Because, you see, I've had 'em too.

—Rockwell Field Weekly Flight, San Diego, Cal.

Highest Quality
Steam Table Service
Home Cooking

—

*CLAMAN'S*
*DAIRY LUNCH*
216 N. Delaware St.

**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

*YOU ARE WELCOME*

(Edison Service)

**INDIANAPOLIS LIGHT & HEAT CO.**
48 Monument Place

**BEDFORD STONE & CONSTRUCTION CO.**

BUILDERS
AVIATION REPAIR DEPOT
SPEEDWAY, IND.

810-815 Fletcher Savings and Trust Building
INDIANAPOLIS, INDIANA

**Food and Drink Combined**

Polk's Milk is Pure, Rich and High in Food Value. Good Milk is Recognized Everywhere as One of the Most Perfectly Balanced Food Products a Human Being Can Use. Increased Efficiency and Improved Physical Condition Will Follow the Liberal Use of

**POLK'S MILK**

More Than a Drink
A Real Food

**MACHINE TOOLS, WOOD-WORKING MACHINERY AND ACCESSORIES**

**"THE EAGLESFIELD MOULDER"**

"Completely Motor Driven."

**Vonnegut Machinery Company**

43 South Meridian Street

**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

KIEFER-STEWART COMPANY.

## TALE SPINS

Plattsburg Officer—Mr. Blank, explain the moving pivot.

The Rookie—A moving pivot pivs; and, having pived, moves on.

The longer we stick around the human hemisphere the more we realize Uncle Jake, who sowed a few oats in his day himself, hit the spike squarely on the bean when he said: "Tomorrow's flight depends a whole lot on your take-offs today.—Plane News.

### A REGULAR BIRD-MAN.

SHE: "I suppose when you have been flying for a year or so it becomes second nature?"

HE: "Rather! Why, I'm getting so used to it that I often feel a craving for worms and bird-seed!"—Aerofoil, Scott Field, Belleville, Ill.

### THE NEW NURSERY.

Pussy cat, Pussy cat, where have you been?
I've been up in a flying machine.
Pussy cat, pussy cat, what have you seen?
I saw our aviators drop bombs on Berlin.

—By H. C. Wirth (with apologies to Mother Goose Nursery Rhymes).

### "'E AIN'T NO BLOOMIN' 'ERO."

You can talk about the infantry, the cavalry, artillery, the tank men, and the rank men, and the rapid firing squads; but the boys who do the fixing, when your darned old "carb's" not mixing, are the greasy old mechanics, and they ask no man for odds.

No medals they'll be getting, no cheers, or public petting, but you'll find them in the front line when you need them, they'll be there. With a monkey wrench and hammer, midst the battle's roar and clammer, they're the guys that keep the army's eyes, the flyers, in the air.

Oh, his overalls are greasy, but when your engine's wheezy, hes' the doctor that can fix it, you can bet your life on that Tho' he has no gun for shooting, and no one his horn is tooting, he is serving Uncle Sammy with the 'bean" beneath his hat.

So Heres' to you, 'Motor Mech," may you always be on the deck; and serving Uncle Sammy, in your own peculiar way. Tho' you get no public petting, it's ten to one in betting, that "Bill" will know you've been there when he has his debt to pay.—Exchange.

**Ryan's**

23 S. Illinois St.

UNIFORMS, LEGGINGS
And Other Military Goods

*Also Hats and Men's Furnishings*

Sittings Now for Christmas

9th Floor Odd Fellows Bldg.

Hexheimer STUDIO

Washington and Pennsylvania

Specials $4 Per Dozen Up.

## SPORTS

By DON CURLEY.

### SPEEDWAY BOYS TO BOX SOON.

Mr. Walter Pfaff of the War Camp Community Service has asked Don Curley to furnish enough talent to put on a boxing show and wrestling match at West Baden, Indiana, for the benefit of the wounded soldiers.

In the event Mr. Pfaff gets permission from the commanding officer to do so he will take the boxers to West Baden shortly after New Years to put on the athletic carnival. The probable line-up for such a show would be as follows: Don Curley vs. Sgt. Rosengarten, Pvt. Dillmore vs. Pvt. Sylva, Sgt. Christopherson vs. Pvt. F. Chaput. Wrestling match, Corp. Geo. Wendell, 811th Squadron vs. Strain, civilian asst. instructor at the Indianapolis Y. M. C. A. These matches would all be purely exhibitions.

### CURLEY TO BOX IN DAYTON.

Don Curley's manager is negotiating with Dayton boxing promoters to secure him a match for New Year's day. It is hoped that some lightweight can be found to meet Curley, as Don is anxious to crawl through the ropes for a ten round fight with some tough boy. Don claims the four round bouts he has engaged in since his enlistment in the army, have tended to slow him up and he wants to try himself in a real battle again. He is hoping his fight goes through.

### WRESTLING TOURNAMENT AT "Y."

There will be a wrestling tournament held at the Y. M. C. A. in Indianapolis, in January and medals will be given to winners in the various classes.

Get in good shape, Wendel, and bring home a nice medal. You can do it easily.

### ROSENGARTEN IN TRIM.

Sgt. Rosengarten, of the 811th Aero Squadron, is keeping in good shape now-a-days as he is anxious to secure bouts on the outside. Sgt. Don Curley is managing Rosie's affairs and is endeavoring to match him with some good boy in the local vicinity.

Rosengarten is going good now and should keep in trim so that he can box after he gets out of the service. Keep after 'em Rosie because we all know you can hit. If you don't believe Rosie can stick 'em in, ask Stew Donnaley, the jolly sailor boy.

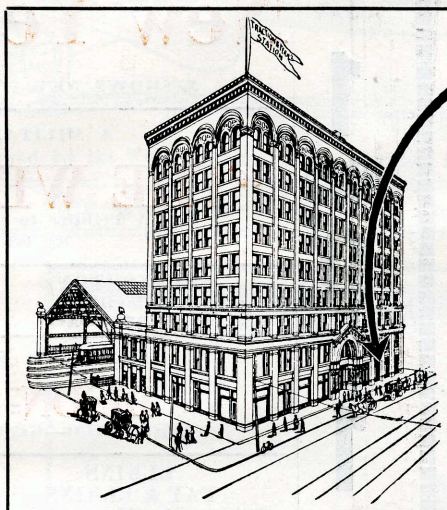
### TRYING TO GET MATCHED.

Curley's manager is trying to secure him a match with Billie Whiting, of Jamestown, New York.

### HOOSIER BEARCAT RESTING.

Jack Dillon, the Hoosier Bearcat, is recuperating from the "Flu" and will lay off training for about a month in order to regain his strength. Jack passed up two good fights for New Year's day because he did not feel that he would be in shape to box.

Table d'Hote or a la Carte Service
Open all Night
Main 3579 Auto. 28-431
**Ryker's Restaurant**
222-224 North Illinois Street
One-half square north of Ohio
J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome



**Indiana's Most Popular Priced Tailors and Outfitters**

Get one of our $35.00 TAILOR MADE UNIFORMS
*And Be Happy*

**You Save $10**

A FULL LINE OF ACCESSORIES

**The Terminal Tailors & Toggery**

*In the Traction Terminal Station—Open Evenings*
114 North Illinois St. BENJAMIN MOYER, Propr.

**DANCING**
**Buschman Dance Studio**
TUES., THURS., SAT. NIGHTS
11th and College Sts.
*Take College Car*

**CARTER PAINT COMPANY**
LIBERTY, IND.
For Fine PAINTS and ROOFING MATERIAL
*For Reference*
THE AVIATION REPAIR DEPOT

**Drink COCA COLA and YUNCKER'S SODA**

**THE POWER TWINS**

GIVE YOU POWER, MILES AND SPEED

*Fill Your Tank With* **RED CROWN**

*and Your Crank Case With* **POLARINE**

then note the added *pep—snap—life*—developed by your motor.

RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.

POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.

RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by

**STANDARD OIL COMPANY**

CHICAGO (Indiana) U. S. A.

They are for sale everywhere—and they are the same wherever you buy them.

### SCARLET CHEVRON BADGE OF HONORABLE SERVICE AND DISCHARGE.

As a recognition of duties performed in the service of the country, the Secretary of War has directed that each soldier on being honorably discharged be furnished with two scarlet chevrons to be worn on the left sleeve, point up, midway between the elbow and the shoulder, one on the coat and one on the overcoat.

These chevrons will serve to indicate to the country while the uniform is being worn that the wearer responded to the demands of the country, performing creditable service in the Army, and finally received honorable discharge therefrom.

W4here practicable these chevrons should be sewn on the garments before discharge. If this can not be done, they will be presented to the soldier with his discharge papers.

The chevrons will be of the same size and shape as now prescribed for war service chevrons. Immediate steps will be taken to provide them at a llplaces where troops will be discharged and they can be furnished to men already discharged who apply for same.

### PLANES FOR SALE.

The Salvage Branch is about to offer for sale by circular proposal some of the old Standard J. 1. Planes to be equipped with O.X.5. or Hispano-Suiza motors, some L. W. F.'s Martin R's and Hall-Scott 4-cyl. motors. Commanding Officers of fields and depots are requested to transmit this information to the personnel under their command with the request that prospective buyers apply for further information to Salvage Branch, Supply Section, D. M. A., Washington. It is expected that bids will be received and opened on February 1, 1919, and prompt action by those interested will be necessary.

### SILVER FLYING INSIGNIA.

Special regulations authorize oxidized silver flying insignia for Military Aviators, and Junior Military Aviators, and Military Aeronauts, and Junior Military Aeronauts similar to previous insignia, but provide for Observers, in both branches of the service, an insignia with one wing, and the letter "O," encircling the letters "U. S."

Flying Instructors of the Air Service are authorized to wear a pair of gilt wings similar to the officers' collar device, without the propeller, on the left sleeve of all coats, just above the cuff.

This award to instructors is made in appreciation of the services of several hundred fine fliers who have been kept at home for use on the flying fields in this country in turning out the quota of pilots asked for of the United States by the Allies. Instead of the opportunity of flying over the enemy's lines and engaging in combat the most expert Hun adversaries, they have been detained here to teach slow and plodding cadets. This work has not only been exacting and monotonous, but at times even in the more advanced dual training planes have been most dangerous, especially when the instructors were handling reckless and impetuous pupils and were compelled to ride with them while they went through their paces in the air.

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*PHOTO-ENGRAVING AND ART WORK*
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# THEATRE NOTES

## B. F. KEITH'S

### "THE WEAKER ONE"—A TRIBUTE TO THE SPIRIT OF THE FRENCH —BY ETHELLYN DE FOE.

The original production of "The Weaker One" was given last season for the benefit of the Militia of Mercy, New York, and under the pensonal supervision of David Belasco, who was strongly impressed by its dramatic tensity and timeliness.

The scenes of this one act playlet are laid in a French village in 1914. France has called upon her sons to rally under the colors. Jean Jacque Coudrai hesitates. Even the entreaties of his mother and the threats of his sister's soldier sweetheart fail to persuade him, but when Clotilde, his sister, proclaims that the honor of their home and of France must be upheld and presents herself ready to take her brother's place in the ranks, the boy's latent love of home and of France awakens and he rushes away to join his fellows.

Miss Olive Oliver, who is enacting the principal role in "The Weaker One," was with Richard Mansfield for six seasons during which time she played important parts in each of his many productions. Miss Oliver also appeared with William Gillette in "Sherlock Holmes"; was co-worker with William Faversham in several of that actor-manager's successes. Under Charles Frohman's management Miss Oliver appeared in many notable productions; was a member of the New Theater Players, in New York, and also appeared at the Century Theatre in some of its most successful productions.

The selection of Miss Oliver to enact the role of the mother in "The Weaker One" places the vaudeville version of this dramatic playlet in the highest ranks as a finished production and assures patrons that the balance of the company will be in harmony with Miss Oliver's exceptional ability. "The Weaker One" will be the headline attraction at B, F. Keith's Theatre during the week of December 30th.

## CIRCLE

Annette Kellerman, champion swimmer and favorite screen actress, is the amphibious star of the William Fox super-production, "Queen of the Sea," which comes to the Circle Theatre for the entire week beginning Sunday, Dec. 29. Miss Kellerman's unique talents, both as a thespian and natatorial artist, are well known to the picture-loving public from "A Daughter of the Gods" and other aquatic productions. In "Queen of the Sea," she plays a naiad in a submarine fairy story designed to display her abilities as a swimmer and high-diver in the most spectacular and sensational style.

The picture is packed with thrilling stunts and dramatic situations, and the hair-raising climax is a scene where Miss Kellerman, walking a wire 85 feet in the air, is suddenly precipitated into the water by the severing of the slender strand.

## SHUBERT MURAT THEATRE—"EXPERIENCE."

For an engagement of four days, beginning Monday evening, December 30 and including a matinee Wednesday, "Experience" will return to the Shubert Murat Theater, under the management of the producers, William Elliott, F. Ray Comstock and Morris Gest. Many of the players in the cast are the same as were seen here when the play was first produced in 1914 at a Lamb's Gambol, and indeed, the company has been kept intact as far as it has been possible to do so, in so long a period.

The play is in ten scenes and the gorgeous costumes worn by the stunningly beautiful women in the cabaret scene will mark a new epoch for fashion on the local stage. The scenery is massive and magnificent, and is effective and pleasing to both audience and players. Nothing like the extraordinary appeal of "Experience" to theatergoers has ever been known in the history of theatricals. It is not only a wonderful entertainment, full of comedy, laughs and thrills, but it also tells such a strong moral lesson that it is invariably received with enthusiasm by all the clergy in the cities in which it has been presented. The Governors of seventeen states have endorsed it and also it has received the commendation of innumerable clergymen, parents, teachers and others.

"Experience" tells in ten vivid and brilliant scenes of the temptations confronting Youth, or the average young man of today. In the play, written after the allegorical manner of the morality plays of four hundred years ago, Youth leaves his Sweetheart, Love, in the country cottage and goes forth with Ambition into the great world to win fame and fortune. At the gates of the city he meets Pleasure, symbolized as a beautiful and fascinating young woman. He deserts Ambition, turns his back on Opportunity, and goes with Pleasure to the Primrose Path. There he meets many beautiful temptations, among them Intoxication, Fashion, Beauty and others of their set. He seems bound straight for perdition and a life of crime when, through the memory of his mother's love, and the influence of the church, he is reformed and brought back to the straight and narrow path.

## "OH BOY," MURAT THEATRE.

"Oh Boy," one of the smartest and brightest musical comedy hits, will be the attraction at the Shubert Murat Theatre, Indianapolis, for three nights, beginning Thursday, January 2, with a matinee Saturday. In it is the same big cast that delighted the Princess audience for two years, and the production comes here intact.

The story and lyrics were written by Guy Belton and P. G. Wodehouse with the music by Jerome Kern, and deals with the adventures of an entertaining group of persons in college towns. One of a gay party in a gay restaurant hits a constable in the eye, takes his revolver away from him and in making her "getaway" climbs a fire escape leading out of the apartment of a young college professor of exemplary habits who has just married the daughter of the village judge.

The bride has been obliged to leave her husband on their nuptial night, as the wedding had been a secret one. She leaves hehind her, however, a suit of blue silk pajamas. The fugitive actress, followed by the irate constable, induces the young benefit to present her as his wife to save her from predicament and what happens to the husband's Quaker aunt and later when his real wife returns, is better imagined than described.

In the cast pretty Anna Wheatley plays the role of the irresponsible Jackei and Elaine Wilson plays the role of the young and charming bride. Charlie Compton is the young professor and Stephen Maley is the constable, Jack Raffael, Edna May Oliver, Harry Quealy, Margaret Mason and Helen Francis, with Hal Forde with many of those who will entertain.

## ELABORATELY STAGED MUSICAL FANTASY IS "CHIN CHIN."

Charles Dillingham's "Chin Chin," with a record of two solid years at the Globe Theatre, New York, and heralded as the greatest of all musical comedies, comes to English's December 30, 31, January 1, matinee New Year's.

In the production of "Chin Chin" the producer, Charles Dillingham, is providing a glorious festival of fun and spectacular attractiveness. Demonstrations of grotesque acrobatic specialties and dancing are numerous throughout this merry musical concoction.

Those who heard "The Pink Lady," "The Little Cafe," cannot fail to anticipate with pleasure the prospect of hearing further gems in "Chin Chin" from the gifted composer, Ivan Caryll.

Charles Dillingham long ago established a reputation for good taste in his productions so far as color, light, groupings, music and expression go to make up an ensemble. In the company are clever comedians, talented singers and dancers, besides plenty of beautiful, radiant women. The production in its original New York entirety will be seen at English's.

Aladdin and his lamp, toys coming to life, Teddy bears dancing and similar things give the watcher the feeling of taking part in a good fairy tale and the recall of the Teddies for more of their amusing dance is expressive of the sort of fun one has through the play.

"The Boomerang," a most popular comedy of American life, by Winchell Smith and Victor Mapes, which has been the success of two seasons at the Belasco theatre, New York, and Powers' theatre, Chicago, will be seen at English's Opera House the last half of New Year's week, starting Thursday. There is said to be a world of wit and wisdom in the sparkling dialogue of this latest Belasco play. It has to do with a young doctor who undertakes to cure a jealous lover by putting him under the care of an attractive young nurse. The significance of the play's title becomes apparent when all the doctor's theories of love and jealousy are thrown into the discard and he, too, finds himself hopelessly entangled in Cupid's meshes. But no outline of the plot, it is said, can give any idea of the freshness and charm of "The Boomerang." Following Mr. Belasco's customary policy the cast is of unusual excellence and includes the following names: Robert Conness, Harry Hayden, John Clements, Carlton Rivers, John N. Wheeler, George Spelvin, Louisita Valentine, Katherine Hayden, May Elizabeth, Henry Slosson, Alma Chester, and others.

## JOHN CORT'S "FLO-FLO" CO.

"Flo-Flo," John Cort's musical comedy, which was one of the real hits on Broadway last season, and which has just completed a successful engagement of six weeks at the Illinois Theatre, Chicago, will be brought to English's Opera House for a week's stay beginning Monday, January 6th. The production is said to include effective scenery, gorgeous gowns, a "perfect 36" chorus with a sense of humor, and a fashion parade which has never been equalled on the New York stage. The story has to do with an imitation count, a beautiful corset model, an American heiress, Moser and Simpson, dealers in lingerie and the proprietor of a bride shop, and Pinky and Aloysius, two young men with nimble feet and fingers.

The original company, which was seen at the Cort Theatre in New York and which recently closed a six weeks' engagement at the Illinois Theatre, Chicago, will be seen here. The personnel includes Andrew Tombes, Rena Parker, James B. Carson, Thomas Handers, Arthur Millis, Leon Leonard, Edna Morn, Louise Beaudet, Arnold Robi, Marjorie McClintock and William Hugh Mack.


B F Keith's

PICK A DAY 1 EVERY WEEK 9 THIS YEAR 1 TO VISIT 9 B. F. KEITH'S

New Year's Week

2 SHOWS NEW YEAR'S EVE.—8 AND 10:30

A MILITARY MASTERPIECE

"THE WEAKER ONE"

A Tribute to the Spirit of the French
By ETHYLLN DEFOE

ED MORTON
Vaudeville's Pleasing Singer

Mr. and Mrs. MEL-BURNE
"On the Fourth Floor"

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BISON CITY FOUR

With MILO—GERARD—HUGHES—ROSCOE

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Taking the Harm Out of Harmony

THREE DARING SISTERS
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BELLECLAIRE BROTHERS
INTERNATIONALLY FAMED ATHLETES
SENSATIONAL LOOPING THE LOOP

"THE INTRUDER"
Making Good In the Two-a-Day

RED CROSS
In Europe
A Film Worth Seeing

TICKETS ONE WEEK IN ADVANCE

Entire Week, Starting Sunday, December 29

The Modern Venus

Annette Kellerman

In a Gorgeous Undersea Spectacle,

"Queen of the Sea"

Jimmy Flagg's Comedy

"Perfectly Fiendish Flanigan"

Or "The Hart of the Dreadful West"

NEWS WEEKLY, WAR REVIEW, SCENIC FEATURES, SOLOISTS, CIRCLE ARCHESTRA.

MAJESTIC

CLEAN CUT LASSY BURLESQUE

Week of Dec. 30th

The Girls from the Follies

*Where the Crowds Go....*

LYRIC
CONTINUOUS VAUDEVILLE
A Whale of a Show For
10c——20c——30c

ALHAMBRA
WHERE ALL INDIANAPOLIS GOES TO PHOTO PLAYS

ISIS ALWAYS 10c
GOOD PICTURES
GOOD MUSIC
*Across from Terminal Station*

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Jan. 4, 1919 | Number 15


## FUTURE OF THE AIRPLANE

By RALPH M. SNYDER
First Lieutenant, A. S. A.

A prophecy of the use of the airplane in the future would seem to most people as fantastic as the dreams of Jules Verne and his conception of a flight through the air, but to six hundred officers and men of this station the future of the airplane presents a practical question of vital importance. There are at this station men experienced in building, repairing, maintaining and operating planes to a degree of expertness heretofore never attained. At the outbreak of the war there was in America practically no airplane industry and these airplane workmen have during the past months become artisans in a unique and extensive industry.

Communities, too, have shown an unprecedented interest—they have established landing fields, erected hangars, made maps of the surrounding country, organized aero clubs and endeavored by all present available means to stamp the mark of progressiveness upon their locality.

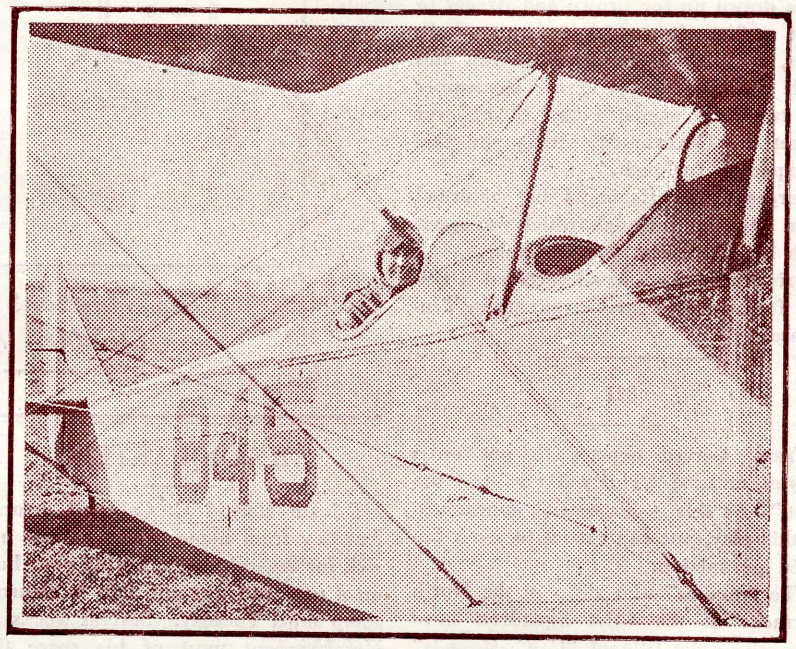
The nation has spent millions in experimentation and perfection of the airplane. It has called upon the engineers and business men of the country and they have responded without stint. It has commandeered great factories and their entire output. It has taken months and even years to set in force the airplane industry. The result is a production in excess of 12,000 airplanes, 30,000 aviation motors and a vast amount of spares for the most part available for use.

For determination of the part the airplane is to play in the future there are the military planes of every known type, and there are great numbers of experimental planes as yet not tested for military value. Already industrial concerns are advertising planes for commercial use, completely equipped and ready to fly. Planes may now be obtained for the sum of two thousand dollars, the price of a good touring car. A company is reported to have been organized in England to sell planes for one hundred pounds.

As a military necessity the war plane is indispensible. Trench warfare and the transition of conducting war on a strictly mechanical basis requires aerial observation, and the side which has gained aerial supremacy has done much toward winning the battle,—he has put out the eyes of the enemy. Laison between artillery and the infantry and between sectors has made possible the instant communication and co-operation which mechanical warfare has made necessary. Perhaps no factor did more to undermine the morale of the enemy than the persistent aerial bombing far into the interior of the enemy country. As an emergency, planes were rushed with machine guns to fill in the gaps in sectors broken by the enemy. The million of aerial photographic reproductions contained exact and accurately specific information of the enemy country which could not even be seen by the naked eye, much less be accurately recorded and reported.

But as the war has made the plane a necessity, it is for the commercial and administrative necessities of a great people to develop it to its greatest usefulness. The United States mail service, as well as that of most large foreign countries, has demonstrated the usefulness of the airplane as mail carrier. Uninterrupted mail service continuing over a

(Continued on page 5, col. 1)



LIEUT. RALPH M. SNYDER, A. S. A.

## *WELCOME HOME*

*"Yesterday they fought and won over there. Today you are still celebrating in your heart. Tomorrow your boy is coming home.*

*"Suppose you give a minute or two out of your happiness and think what his home-coming is going to mean. Look mentally at New York harbor. Creeping slowly up past the green hills of Staten Island is a big troopship, with its decks and rails packed with shouting khaki-clad lads. Of course, there are a few gray heads, but there isn't an old heart on that ship. You know they are Uncle Sam's boys—part of the millions—and you are proud of every one of them. But over and above everything else, YOUR BOY IS THERE.*

*"You see his eyes sparkling. You hear his voice calling. You know his mind is leaping across the Alleghenies to where you are waiting with loving arms and tender lips—at home.*

*"What would you not give to be on that pier when the transport is made fast? Your boy is going ashore into a great, throbbing city, where all is noise and hurry. You know that if you were there to take your boy in your arms there wouldn't be any big city—it would be just heaven for you both.*

*"But you can't be there and you must wait. And while you are waiting, doesn't it make your heart beat faster to know that, after all, your boy isn't going among strangers? Instead, something is waiting on that pier to make him feel that part, at least, of home is there. Not your home and not you, but as near it as human hearts can make it.*

*"There will be a friendly hand and a cheery greeting, a place to rest, and real home food that couldn't be cooked that way in France or taste half as good in the trenches. And there will be o host of friends—new? Why, bless you, they will be old ones in a minute. And these friends are going t ohelp him see the best things of the great city as they ought to be seen and keep him from being linely for one single minute until the final handshake is given and to 'Goodbye' is added, "Tell your mother we did our best for her boy.'*

*"For when your boy comes home, War Camp Community Service will be waiting at the pier."—Indiana Daily Times.*

HEADQUARTERS AVIATION REPAIR DEPOT
Speedway, Indianapolis, Ind. January 2, 1919.

*To the Officers, Enlisted Men and Civilian Employes:*

It was my good fortune after being denied the opportunity of going abroad and serving with our forces oversees to be assigned as Chief Engineer Officer at this Depot, coming here at a time when the Depot was in its making, and, I feel, now that in leaving, which I do with a great deal of regret, that it is my duty to express to you my appreciation of the services that you have rendered, which has gone to make this one of the most efficient Aviation Repair Depots in the service.

Most of you are acquainted with the conditions under which we first begun our operation and the difficulties that have been overcome. This, I wish to assure you, has only been possible through your hearty co-operation and most able assistance. I wish to assure you that only in small part have I been responsible for the many improvements, devices and work accomplished that have resulted from your labor and efforts, and the success of this Depot is due to the good will and hearty co-operation among yourselves, which has made it possible to utilize your efforts and sound thinking to the best interests of the service.

At this time, when it is the wish of most of you to return again to your civil status and former vocations, unrest among you may develop. This can only tend to undo the good things that you have accomplished at this Depot. In leaving it is my earnest request that you contribute with your best efforts to maintain this Depot up to its present efficient standard during your remaining time you stay with the service.

In ending I wish you all success in your future vocations and hoping that you will remember the service rendered at this Depot as time well spent.

EDWARD LAUGHLIN,
Captain, A. S. A., Commanding.

## NEW POST COMMANDER

Major Patrick Frissell, J. M. A., A. S. A., arrived in Indianapolis Saturday and assumed command of this station as directed in instructions from the Adjutant-General of the Army.

Captain Edward Laughlin leaves Indianapolis to go to Washington, where he will be assigned to duty in the Supply Section of the Department of Aeronautics.

Major Frissell comes from Eberts Field, Lonoke, Arkansas, where he was fomerly Commanding Officer. The Major's wife and daughter accompanied him to his new station. The heartiest good wishes of the entire Post go with Captain Laughlin, and the same spirit of good will and co-operation greet the new Commandant.

## HIKING HIRAM DINED

Colonel Hiram Bearss, United States Marine Corps, wearing insignia of military honors conferred on him by Belgium, France, and his own United States, was the guest of honor at a dinner tendered him at the Columbia Club Friday night by his old comrade, Captain Chas. S. Tarlton. At table with him were new friends and old, the list including Major Thomas F. Ryan, U. S. A.; Carroll B. Carr, Guy Boyle, William Herschell, Hamilton Scott, John Ogden, Roltare Eggleston, Frank Butler and Harry Buschman. Harry B. Smith, adjutant-general of Indiana, was to have been present, but illness prevented. During the evening Lieutenant-Commander J. H. Ingram, U. S. N., chief of staff to Admiral Rodman, commanding the American fleet with the British grand fleet, and other friends of the famous Hoosier marine, dropped in to participate in the fellowship.

## SEC'Y. BAKER'S GREETING

On this first day of a new and inviting year, I am happy to send by these means holiday greetings to the officers and men of the United States Army. We look forward to a realization of the objects of victory, the fine purposes of peaceful pursuits and reconstruction along lines more stable than civilization has ever known.

As rapidly as possible the men who have served in the great military enterprise are now returning to civil life, the vast majority of them better equipped physically than they were one or two years ago and all, I firmly believe, spiritually better by token of a consciousness of duty nobly done. Every citizen who thinks of the incalculable service that the uniformed forces of the nation have accomplished will join with me in a sincere wish that our land will yield to them prosperity and plentifulness, opportunity abounding, with new sources of happiness, and contentment. The future of the United States will very largely be determined by the young men who have constituted the fighting forces in this war. I have had exceptional opportunity to know them and they have confirmed in a very large way my estimate of their courage, ability and high purposes and on that knowledge I foresee a marvelous national development.

NEWTON D. BAKER.

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9409
S742d

# SQUADRON NOTES

### 809.

Stattner says Hazel wants to know how Lemieux got into the American army.

Jeff Norman and Bud Krause have made New Year resolutions to quit smoking, chewing, etc. The penalty for the offender is to shine the other fellow's shoes for a month.

The Rookie (Troxel): Attention men, here comes Joffre.

Oscar Price is back with a hard boiled look. Wonder if he got married.

Moth: Lou, where is your mustach?

Golrash: I sent it to the laundry.

Comstock stuck to the straight and narrow path in K. C., all right. If you don't believe it, look at his shoes.

No news from Boscobel or Oliphant. Dog trains are snowbound.

FUSELAGE.

Krause: Well, why don't you do something?

Norman: I don't see you doing very much yourself this morning.

Krause: I wasn't talking to you. I was talking to myself.

### 810

Ask Hawkins about the Orderly Room cigar. It's wonderful what a keen sense of smell some people have.

Wonder why Bob Wall was so tired on Tuesday morning. Someone hinted that he likes to sleep on Interurbans so he will be forced to take early morning walks back from Crawfordsville.

WANTED: Two nice girls without serious intentions to help cheer up two lonesome men who are true to their girls "back home." Lounsbury and Fetteroll.

Now that the holiday season is over, many of those fellows who have been religiously keeping away from the fair sex may return safely to the presence of the several important members.

WHEN A FELLOW NEEDS A FRIEND

When he receives a Christmas present from the girl he didn't give one to.

When he finds his name on the "Stay-in List" and has two tickets for the theater in his pocket.

When he arrives home on a holiday pass and finds his best girl gone away on a visit for a week.

When he finds himself in a dry state on "New Year's Eve."

When he arrives back in camp from a ten day furlough.

WHAT A GRAND AND GLORIOUS FEELING

When you find that you have obtained a holiday pass for home, and your best girl meets you with a smile at the station, wearing the present you gave her.

And you don't have to worry about the 10 o'clock car in fear of losing your pass.

When you don't have to get up in the morning until you want to.

When all the fair ladies ask what the two silver stripes and silver star on your arm means. And you tell them of all your heroic deeds at the Speedway Front.

When you are in a wet state on New Year's Eve. Oh, boy, isn't it a grand and glorious feeling?

AMEN CORNER NOTES

Meeting called to order by chair at 10:10 A. M., December 31, 1918, to hold final meeting of the year and to clean up all unfinished business. The Committees held a joint meeting and reported that it was impossible to come to a definite conclusion in regard to the important subjects laid before them, so a motion was made and passed that the questions be tabled. Several new problems have come before the organization, but because of the absence of some of the members, the new business will have to be taken up at the first regular meeting of the New Year.

The Post surely was well guarded Monday night. Dutch was on guard and he surely had an exciting time playing hide-and-seek around freight cars. Just ask him about it.

### 811

Private Howard Brown and Mason Bryant took advantage of the five-day leave granted the boys the past week. When on their return home they were caught quite unaware by "Dan Cupid." This unexpected disclosure of their conduct while away was quite a surprise to us, as an article appeared in the "Dope" just last week announcing that plans were drawn up for Brown and Bryant to start a first class chicken farm. Well, boys, we wish to congratulate you and wish you the best of luck. Remember the two little words "I do," if you ever regret the Government giving you that unexpected furlough.

Sergeant Jim Rozmajzl has returned from a ten-day furlough, which was spent with his parents at Omaha, Nebr.

Private Turner Lowell received a ten-day furlough to visit his parents in Tennessee.

### 821

Frank Gerard expects to put on a playlet entitled "Thirty Days to the Post." As this is his second appearance in this play, one can expect to see a finished production.

The "Medics" who sleep in the North Barracks of the 821st Sqaudron have been given the title of "C. C. Hounds" or "Stomach Robbers."

The bombardment in the barracks of 821 took place on December 25th. Although the firing was quite rapid, the casualties were very light. However, the lives of many of the spectators were endangered for some time.

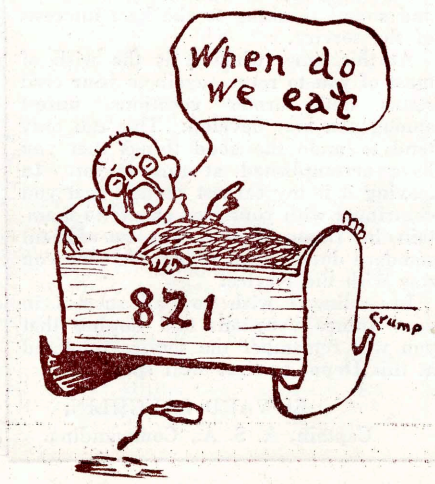
The "Follies" of being in the "Follies" was being put on the Christmas stay-in list. To pass away the time many selections were given by one of the most prominent actors on the 821st Rattle Box. It is hoped that we will be able to see this distinguished actor in another performance before the departing of the men at the A. R. D.

Darby, King of the Bull, was so anxious to get away from the post one night this week that he went to town with his fatigue hat on before he found his mistake. We suppose he was rushing to town, as he was anxious to get a few tales to spread about his doings of the night before. Ain't it h— to be so popular? We wonder what makes him that way.

Frank Ryan has now become a flyer, with his new coat, and can no longer be classed as a hack driver. His promotion has been quite rapid. You ought to see him make that truck do a tail spin.

John Blanck made a New Year's resolution that he would hereafter not give away any cigarettes to anyone. Hugh Emerson says he will not furnish Johnny any more matches either.

Lieut. Eli S. Eldridge has been assigned as one of the officers of the 821st Aero Squadron.



"His Master's Voice" or. Under Fairy Spell

## HEADQUARTERS

Private Harold C. Caldwell returned Tuesday from home, where he has been sick for several weeks, having gone home on a pass and was not able to return to camp until Tuesday. Several weeks ago Harold spent most of his spare time between bells writing a letter to "Gus." We never learned who "Gus" was, but anyway "Gus" had not finished reading the letter yet when Harold came back.

Sergeant Major Charles D. Mattox, of the Personnel Office, and Don J. Wickizer, editor Speedway *DOPE*, accompanied the Adjutant in a Curtiss Sunday morning. Both noted that as soon as the plane began to scoot off across the field that the ground suddenly began to fall away and that when a big wide circle had been made around the flying field that the ground came up and met them again almost as nicely as it had left. They are both satisfied that Lieutenant Snyder knows how to make good landings, and were disappointed only in that the trip did not take them a hundred miles or more.

It does not always stand that a baby's crying is the most disagreeable music in the world, for one day last week a baby was visiting headquarters with its mother. It let out a few familiar sounds, distinctly familiar to everyone and generally brought a smile from officers and men.

Corporal Richard Pauls, orderly at headquarters since February, when the Post was first organized, was discharged Saturday and paid his last visit to the fellows Sunday. Corporal Harold E. Nevills has been detailed for this work, commencing this week.


# Post Exchange

HOURS: 7:00 A. M. to 9:30 P. M. Week Days
9:00 A. M. to 9:30 P. M. Sundays and Holidays

**Hot Cakes Served at the Lunch Counter**

From 7:00 A. M. to 12:30 P. M.

AGENTS FOR

**L. Strauss & Co.**

We have a complete line of Christmas Articles, including Fitalls, Money Belts, Smokers' Sets, Cigarette Cases, etc., which we are disposing of at 20 per cent. discount. Ask to see this line.

## ENGINEERING DEPT.

Now that we have found that we are going to be in the army for a few days longer the Cost Department is trying to get caught up in their work (at the request of Lieut. Bishop).

We have two new members in the office his morning, Sgt. Cooper, formerly of the wing department, and Sgt. Wynne, of the drafting room. We have nothing much to say about either one of them as we are not on to them yet. We cannot tell by watching whether they are working or gold-bricking.

Sgt. "Jake" Retseck has left us for a few days so that he could take his girl up to Michigan City and introduce her to his folks. Well, Retseck, the cause is a good one. That is all right, Michigan City is in Indiana.

Wells is very quiet these days. His girl must have either left town or else she did not like her Christmas present.

Sgt. Crooks' desk must be rather dirty these days, as he comes over every morning in his fatigue clothes. Cleaning up his desk is the only dirty work that he does that we know of.

While we have had several calls for the latest dope on discharges, we are sorry to state that we had to send the boys away without letting out a thing. Who can tell, the holidays may be the cause of us losing our reputation yet.

Ask Crooks how many men it takes to keep the Dry Kiln going.

Sgt. Row is some collector of antique jigs. If you don't believe it, ask Lear.

The first time that we saw Stricker move this morning was when recall blew.

We are wondering how Lt. Knudson will like music. We hope that he is more in favor of it than Lt. Maurer, as we would hate to lose the opportunity of hearing the Machine Shop harmony.

We are wondering if Sgt. Crump failed to make out the time cards for one day if the shops would have to close down.

Has anybody noticed how production has gone up since Goar and Markum are with us again?

At the present writing, we have not seen Willis since last year. He is either unusually busy this morning or else the effects of New Year's Eve is still with him.

A leather coat is a pretty good Christmas gift even for a Lieutenant to get.

Who remembers when we used to believe it when a friend would tell us that we were going to get out of the army by a certain date?

## DISCHARGES GRANTED BECAUSE OF DEPENDENTS OR INDUSTRIAL REASONS

A few more men have been discharged from this post on account of dependents or on account of urgent industrial reasons. They are: Cpl. Loral Shaw, Cpl. John R. Peak, Paul C. Mortland, Daniel P. North, Samuel R. Futransky, Nesbit F. Peck, James E. Chaput, Sgt. Bert Setzer, Sgt. 1st Cl. John F. Wilburn, Smith C. Knode, Pvt. 1st Cl. K. H. Durston, Sgt. Chas. J. Devoghel, M. S. E. Carl E. Damm, Sgt. 1st Cl. Jesse F. Beals, Sgt. 1st Cl. Thomas F. Martin, Sgt. John J. Gorman, Sgt. S. H. Stoner, Cpl. S. N. Swartley, Max Lipnick, Cpl. Richard Pauls, Sgt. 1st Cl. Wm. C. Eades, Cpl. Orma C. Young, Cpl. Peter Joyce, Fay J. Likert, Cleo. E. Shumaker, Jack J. Alkire, Earl Laughlin, Cpl. Leon C. Helmcamp, Dano Wade, Charles C. Kirby, Samuel W. Tait, Sgt. 1st Cl. Thomas H. Martin, Clarence H. Homberger, John C. Hufford, Leander H. Parker, Lex Balfour, Cpl. Bryant Comstock, Will J. Haney, Louis A. Hoagland and Idane B. Pierce.

Seven Medics Leave.

The Medical Corps also discharged the following men: Sgt. Gladwin E. Stark, Murrel D. Dice, David Hoff, Emmett F. Hutchinson, Nelson H. Leedom, Amos J. McNulty and Paul T. Martin.

Officer Discharged.

The Post lost a number of its officers also during the last week. Besides those who were discharged to return home for Christmas are: 1st Lieut. Alfred L. Maurer, 1st Lieut. Reynolds D. Wilson, 1st Lieut. Wm. H. Fitzpatrick, 2nd Lt. James Wallace, 1st Lt. James P. Ramsey, 1st Lt. Austin S. Mason, 2nd Lt. Howard D. Windbigler and 2d Lt. Franklin P. Kincade.

Unless other men are transferred to this station to take the places of these discharged men it is likely that but few more discharges will be granted.

# REPORT OF THE UNITED WAR WORK CAMPAIGN

Y. M. C. A. Secretary Shaw received the following report from the Army and Navy Division, United War Work Campaign, Central Department, which shows the Speedway well among the top notchers, according to the size of the camps.

| Location. | Cash Received. | Unpaid Pledges. | Total. |
|---|---|---|---|
| Camp Custer | $ 16,026.67 | $ 1,973.23 | $ 18,000.00 |
| Camp Dodge | 9,000.00 | 4,108.33 | 13,108.00 |
| Camp Funston | 7,369.81 | 499.25 | 7,869.06 |
| Camp Grant | 9,337.67 | 2,263.91 | 11,601.58 |
| Camp Sherman | 10,000.00 | 19,000.00 | 29,000.00 |
| Camp Taylor | 16,000.00 | 7,372.25 | 23,372.25 |
| Columbus Barracks | 2,102.00 | ..... | 2,102.00 |
| Jefferson Barracks | 9,506.70 | 606.00 | 10,113.30 |
| Knox | ..... | ..... | ..... |
| Rock Island Arsenal | 574.00 | ..... | 574.00 |
| Chanute Field | 469.00 | 131 00 | 600.00 |
| McCook Field | 226.50 | 23.00 | 249.50 |
| Scott | ..... | 1,465.00 | 1,465.00 |
| Selfridge Field | 975.55 | 29.55 | 1,005.10 |
| Speedway, Indianapolis | 1,368.25 | 75.55 | 1,444.80 |
| Wright Field | 3,708.00 | ..... | 3,708 00 |
| Detroit (Naval) | 332.36 | 93.10 | 425.46 |
| Great Lakes | 37,640.99 | ..... | 37,640.99 |
| Municipal Pier | ..... | ..... | ..... |
| Ft. Brady | 303.15 | ..... | 303.15 |
| Crook (Omaha) | 744.07 | 325.60 | 1,069.67 |
| Leavenworth | 1,095.02 | ..... | 1,095 02 |
| Ft. Logan | 790.40 | 37.75 | 828.15 |
| Ft. Benjamin Harrison | 844.25 | 874.90 | 1,719.15 |
| Ft. Sheridan | 349.25 | 76.75 | 426.00 |
| Ft Thomas | 1,300.00 | ..... | 1,300.00 |
| Ft. Des Moines | 193.40 | 40.50 | 233.90 |
| Chicago Trans. Bureau | 319.65 | ..... | 319.65 |
| Totals | $126,869.69 | $42,703.94 | $169,573.53 |

## NEW AIR SERVICE HEAD HAS LANDED

Maj. Gen. Charles T. Menoher, lately commander of the Rainbow Division and the Sixth Army Corps, who has just been appointed Director of the Air Service, landed on January 2. General Menoher left France, on board the transport Princess Latoika on December 20, for Newport News, Va. Accompanying the new Director is an Artillery Aide-de-camp, and ten Air Service Officers.

General Menoher was a Lieutenant-Colonel, attached to the Third Field Artillery at the declaration of war, according to the last Army Register. He was born in Pennsylvania, March 20, 1862, graduated from the Military Academy in 1886, at the age of twenty-four, and was assigned to the Artillery, where he served until he became a general officer.

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## Y. M. C. A. NOTES

SCHEDULE, JAN. 6-12.

*Monday*—Informal play and camp stunts.

*Tuesday*—7:30, Talk, "Benefits of Law and Order," by Mr. Shaw; 8:00, Movie.

*Wednesday*—Tom Corwine, the celebrated chautauqua entertainer, in a varied program of imitations, fun and frolic. Tom is great.

*Thursday*—7:30, Talk by Don Nichols, the world missionary traveler, who spent 21 years in China. Don is no dry one. Hear him. Movie after talk.

*Friday*—"Stunts" directed by Barclay Walker of "Long Boy" fame.

*Saturday*—"Write a letter home night."

*Sunday*—9:30, Catholic Service, Father Byrne; 10:30, Bible Study; 7:30, Open Forum.

NOTES.

The Y. M. C. A. was glad to co-operate with the Marion County Indiana War Mothers in the New Year's Eve party. It sure was some party, too.

Mr. Gaskins will take up the educational work now that Mr. Maze is gone. Consult him concerning your needs and wishes on that line.

The talk by Mr. Shaw on Tuesday evening is one of a series of three on that subject. Careful preparation and study is being made and you will find these talks interesting.

Two big men are on the bill this week. Tom Corwine is one of America's best-known entertainers. He is giving some weeks of his time to the Y. M. C. A. A capacity house should greet him. Don Nichols is a man who can tell you about religion in a way you will appreciate and like.

It sure is a pleasure to hear the compliments that visiting speakers and entertainers give the men of this post on their good manners and splendid attention. Good work, men.

## TAIL SPINS

By Billy Haney.

One of the guards was collecting pennies from everybody that came in on the 9 p. m. car Monday night. He would do much better if he would collect from men going out, then perhaps you could buy your way out without a pass.

Christmas is a wonderful day especially when you give some one a nice gold watch and they give you back a pair of 25-cent socks.

I saw a hunter last week with forty rabbits and I asked how he got so many. He said he has a new scheme. He went in the woods and cut down a lot of trees and painted the ends black to make them look like hollow logs, then all the rabbits he scared up ran into the logs and butted their brains out.

Two negro privates were talking when a general passed by.

Sam—"That fellow going there am a general."

Bill—"My man! How much do he make?"

Sam—"Why, he makes thirty thousand a year."

A few days later he was standing on the parade grounds when the general passed and Bill did not salute him.

General—"Say, young man, didn't you forget something?"

Bill—"Well, I don't think I have."

General—"Well, don't you know who I am?"

Bill—"Well, I don't know your name but I know you sure have a hell of a swell job."

Now that Slim Carter is on good behavior I can't find anything to write about.

The night of the Follies show I saw Mardo Kaehm with a suit-case in his hand and I asked him what he had in it and he answered: "Why, it is full of applause from the song I sang."

The Roses are red and the Violets are blue,
When discharges grow on bushes
I'll come back to you.

# SPEEDWAY DOPE

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SGT. DON CURLY_____Sporting Editor


It is essentially important that the Anglo Saxon Democratic Governments come to an early agreement and partnership of right in world politics. The other countries will fall in line.

* * *

It is now only a matter of organization and production until airplanes will be placed on the market at touring car prices.

* * *

Reading Albert Ballin's letters and statements of advice issued several years ago will bring little consolation to the Kaiser while he is preparing his defense. Ballin was in touch with America and showed that he knew her better than the German statesman. The facts were as plain four years ago but Germany was ruled by men who knew nothing of the world. The German people are paying the penalty of their ignorance today and will continue to pay for many years to come.

* * *

New Year's resolutions seem to fall rather flat around an army camp. Good soldiers learn to do things and tell about them afterwards. Perhaps it is just as well, for it is with most people about like Mark Twain who said that it was easy for him to stop smoking and added that he must have stopped at least a thousand times. It seems that the common resolutions to stop smoking and swearing will be postponed until the discharge papers are safely folded away in that shirt pocket.

* * *

Those who are being influenced by the red flag of Bolshevism and are crying that the next war is not far off and will be fought between capitalists and labor will do well to reflect that their policy and ideals are now in full sway in Russia. If they are so anxious to have that form of government they would do well to visit Russia and try it out for a year or so. The following editorial from the Saturday Evening Post clearly pictures the facts. Indifference of the people is the only thing that is encouraging the leaders of that small party of traitors in this country.

"Russia, Germany and Austria are rid of their old autocrats. The way has been cleared for them to choose a democratic form of government. Russia has chosen anarchy. Germany and Austria have swayed toward the abyss.

"Autocracy is government by the worst elements at the top; Bolshevism is government by the worst elements at the bottom. They differ in that autocracy is organized hell and Bolshevism hell let loose. Neither can stand up long before democracy. When the ark of God was brought by the Philistines into the temple of the false god, 'Only the stump of Dagon was left to him.'

"If this war has been fought to the end of delivering Europe over to the Bolsheviki, it has been fought in vain. Instead of freeing the souls of men we shall have loosed the beast in them. The Allies have won the first world war and they will win this second one. Until they do the fight to make the world safe for democracy is only half finished.

"Our relation to this second struggle is exactly what our relation to the first was. Though not primarily involved, we can not remain an innocent bystander. One hundred million Americans were loyal and sound to the heart all through the great war, but among them was a small body of traitors, potential of devilry out of all proportion to their number. The same condition confronts us in this new fight. The mushy-minded and the good-natured sentimentalists were inclined to pooh-pooh the idea of German agents and German-American traitors during the early days of the war. They are disposed to be genially tolerant of the Bolsheviki now. They will have to wake up again.

Autocracy and Bolshevism are both bitter enemies of democracy. One would stand it up before a firing squad; the other would bend its neck to the guillotine.

"The foul crew that has been in control of Russia—one can not say of the Russian government, because there is none—are not content with anarchy at home; they would put the torch to the world. Their agents are everywhere among the ignorant, the sapheaded and the vicious, working for world anarchy.

"What are we going to do about it here in America? Are we going to permit a few hundred thousand, largely foreign born, the rest almost wholly selfish, insincere or self-deceived, to mislead the simple-minded and the ignorant? Are we going to welcome every Russian, German and Austrian Red who wants to come over here to sow discord and reap dollars? And how long shall we tolerate those who have sought sanctuary here, only to vilify the host under whose roof they have found safety and at whose table they have grown sleek and fat? Along with these there is a silly lot of Americans—some of a peculiar and not uncommon professor-type of mind that takes home any theory it can play on the pianola; others are self-styled "intellectuals," who have inherited money or have made it in any way except the one they urge on the rest of us for the good of our souls—little tin-horn Bernard Shaws without that great man's brain and heart. They are, of course, a joke and could be laughed aside, were it not for the American habit of accepting a man's appraisal of himself. A faker has only to play the banjo on a soap box, or in a solemn periodical, ballyhoo his panacea for world ills, and the crowd will gape and pay to dose itself with his nostrum.

"For a century America was the sanctuary of the oppressed; latterly it has been the sanctuary of too many would-be oppressors. But now the people of Eastern and Central Europe are rid of their old autocrats. They are free to make an America at home. If they choose to set up new autocrats, to make a mess of their own affairs, must we submit to their imposing autocrats on us, to their making a mess of our affairs too? Must we stand by idly and let them put the torch to a world that is now as closely built together as a city block? Bolshevism is as much the business of democracies as Kaiserism. It, too, must be decisively settled.

"Two-thirds of our troubles in America are imported. Shall we keep on importing them? From our silly system of smart society, taken from European capitals with their class distinctions and monarchical traditions, down to our bogus Socialism, made in Germany and Russia as a panacea for conditions that were utterly foreign to America until indiscriminate immigration planted them in a few plague spots in our great cities, our worries are due to our carelessness as to who and what comes to America.

"This whole business of immigration, both of ideas and men, needs revision. Why keep out anthrax and smallpox and admit rabies freely? We need an influx of labor to keep our factories going and to expand our commerce, is the usual answer. Not that kind of labor—nor any kind of labor that we can not pay well and that is not good material for citizenship. For what shall it profit us to have all the commerce of the world if in the end we blow up in one grand Bolshevik bust? It might be better business to go just a little slower, to educate what unassimilated labor we have into American citizenship.

"In planning our new list of imports let us include only desirables. In planning our new list of exports let us head it with undesirables. Under our laws we send rotten food to the dump because it is a menace to health. Rotten men, who are poisoning America with rotten propaganda, belong there, too. Why do they linger here when in Russia they can live the ideal that they preach? Utopia yawns for them. Make them go to it. We do not want them. America for Americans and men who want to be Americans."

## Autobiography of a "Warehouse Rat"

### PART NINE

(By "Gus")

Here is another year and I still in the Army. No one can say that I haven't done by best to get out. I have written letters by the dozen to show that I have dependents. I have now, a father, mother, two grandfathers and one grandmother on my list. I have tried to adopt half of the kids in the neighborhood but since my girl turned me down and I have no home, the case is hopeless. I don't see why I didn't get married ten years ago and raise a whole family of dependents, like some of the lucky fellows in 821. That is certainly a prolific squadron.

I intended to write a nice story of the holidays but you never can tell what a supply officer is going to do. He took a week off and left the rats all alone. Say, do you know when he got back he stuck us all to the Post for two days and made us count all the junk in the shops to see if anything had been stolen while he was gone. It would have been very sad if some of the shop dubs had not had to stay with us. Their cries of anguish and hard luck served to help us forget the sting of a thing called "Inventory."

Last year certainly played havoc with some of our old friends. It would not have been so bad if they had died from the "flu" or going "Over the Top." But to have an order from the Department of Purchase and Storage kill them all was hard. Here is the latest casualty list from the front.

"Killed Without Action."
"Old Memo Receipt."
"Friend Property Return."
"Hiram Cost Card."
"Invoice and Receipt Twins."

Funeral services were held at all Army Posts New Year's day. The chief mourners were the Supply Clerks, who will now be forced to learn a new system. I am kind a glad for I know some supply clerks who need something to keep their minds off those discharges they haven't got.

My luck certainly stayed with me. I was in that fatal 25 per cent. on Christmas and New Year's both. That Sergeant-Major will never get a job teaching percentage to any grandchildren of mine. What's the use of me trying to get a girl if I would never get to eat a good dinner with her on a holiday or Sunday.

There is just one thing I haven't done that the War Department has given me permission to do and that's those "Stay at home Stripes." Why should I wear two or three nice white stripes so everybody down the street can see at a glance I stayed at home. If they had given special stripes for living at Indianapolis I surely would have been glad to wear them, for I have suffered all the privations of war in a great city. Think of the poor car service, rough streets and the trouble it takes to get a new girl when your old one is gone. It was no trouble at all when the camp was new and they thought that we were all real flying aviators. But that blooming bunch of home guards in 821 tipped off their friends and now the whole d—— town knows it.

This being the first episode in the new year, the Rats take this occasion to wish you a few things at this time. I hope that all my friends at the A.R.D. who are married may be the father of twins this year. Then they will have two good reasons for discharge. May you all get jobs with one-half the pay you tell your friends about and also get to live in God's country from where you came (some wish).

For the single fellows, I hope you will not find over three of your old sweethearts married to cripples and slackers when you get home. You will then have the choice of nine. May home, happiness and wealth overtake you before the tax collector, Anti-Saloon League and death."

THE RAT.

## FIRST TRANS-CONTINENTAL FLIGHT

The squadron of four army training planes flying from San Diego, California, reached the Atlantic coast on December 22nd. This flight in formation approximates 2,400 miles. The planes left the Pacific coast December 4, and they have come east across the continent in short flights limited by the size of their gasoline tanks, none of the planes carrying more than an hour and a half's supply at any one time. The crews, two men to a plane, have gathered data and statistics on landing fields.

This work is a part of the big reconnaisance now being made by fliers going out in all directions from over twenty-five fields in various parts of the country. The material collected, as fast as it is returned to the fields, is being forwarded to Washington for analysis and compilation in the form of a government air guide or blue book. Major Albert D. Smith, commanding the air squadron which has come east from the Pacific, reported on December 23rd, to the Division of Military Aeronautics in Washington, D. C., that his planes left Americus, Georgia, at 9:00 A. M., December 22nd and arrived at Jacksonville, Florida, at noon, having encountered rain and fog all the way and at no time having a ceiling of more than 500 feet. Major Smith expects to fly his squadron north to Washington at an early date.

## MY DOG

(By Sergeant Frank C. McCarthy, with the A. E. F.)

*I found him in a shell hole,*
*With a gash across his head,*
*Standing guard beside his master,*
*Though he knew the boy was dead.*

*Hell was raining all around us,*
*We could only lie there tight.*
*Got to sort of like each other*
*Through the misery of the night.*

*When I crawled back to the trenches,*
*And I took his master, too,*
*Frenchie followed; guess he figured*
*Just because of that, I'd do.*

*You wouldn't say he's handsome,*
*He's been hit a dozen times.*
*But when we boys "go over,"*
*Over with us Frenchie climbs.*

*He has fleas, and I have "cooties,"*
*He speaks French; I "no compree,"*
*So the rule of fifty-fifty*
*Goes between my dog and me.*

*And when for home I'm starting,*
*If I live to see this through,*
*Just one thing is sure as shooting:*
*That my dog is going, too.*

Bolshevik soldier—"Why do you awake me to bring me this uniform?"

Orderly—"It is your turn to be the general today, sir."—Life.


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## FUTURE OF THE AIRPLANE.

(Continued from page 1)

period of months through all kinds of weather and atmospheric conditions have proven the airplane to be reliable and certain. Already there have been organized large business organizations which will construct and operate airplanes and inaugurate regular air schedules between important points, and have other planes ready for special charter. The aerial mail is now established from Philadelphia to New York and between New York and Chicago. The success of this mail route may reasonably be expected to insure the establishment of such mail routes between all the important cities of the United States.

The airplane will be used for transporting certain personages who must reach distant parts of the country quickly, such as the transportation of experts in technical lines, of doctors and nurses during epidemics, and during crises or emergency the man of whatever trade who must anihilate distance and resort quickly to a distant station. There are a class of people to whom time is money in the most literal sense of the word and who will use whatever means offers the quickest travel.

Prospectors and ranchmen who have large portions of the country to observe will find the airplane a ready and in some instances the only means of travel.

As an advertising medium the airplane is in its infancy. Its efficiency, however, has been amply tested by the Liberty Loan, the War Chest and Red Cross drives. Thrilling acrobatic stunts have been performed over cities, long cross-country trips have been taken and communities have been bombed with circulars and propaganda. As soon as the airplane becomes available, private business will not overlook the opportunity for efficient advertising.

Paris dispatches feature the surprise with which the Parisians observed the innovation of an enterprising American producer who filmed important events in London upon the occasion of the signing of the armistice, developed and printed the films and transported the pictures across the channel to Paris where they were shown the same day. American people as a nation are impatient, they will not suffer delay, they will insist on being informed of the news and seeing important events with their own eyes on the same day they have happened.

It has been seriously contended by some that aside from the use of the airplane by the Government for mail purposes its principal use will be confined to sport. In the lines of sport the airplane will find warm friends. There are eighteen thousand American pilots returning from duty with the air service. These men in the prime of life will hardly be content to forego entirely the thrills of an airplane ride. There is nothing that can compare in the field of sport with the thrills of a ride in an airplane. Sport is already outlaying new adventures for the plane. A plane carrying fifty people has made successful flights over the coastal cities. It is reported that already a plane has been built for the first trip across the Atlantic Ocean. A polar expedition has been organized to make a dash for the North Pole with an airplane. The completion of such a trip would reveal such a knowledeg of the polar region as has never before been obtained. There are some who fear that the airplane will be too expensive for the amateur sportsman. But a plane is far less expensive than a yacht or polo playing. To offset the cost numerous clubs are being organized made up of pilots who will hold planes and equipment in common.

One would fail to appreciate the spirit of the times did he not realize the influence the airplane will play in the administration and national life of a peo ple. In recent years the tendency has been to centralize authority and administration, and now the railroads, the telegraph wires, Federal banking and much of big business is controlled through central agencies, situated near the seat of the Federal government.

As an example of administrative duties to which the plane may be put there has been organized the Aviation Section of the New York police force. A plane touring aloft over the great city and its vast suburbs and its great shore line, and affording means of instant communication and transportation from one section to another will serve as the eyes of the police, and if one would become poetic, as the flashing sword of the swift arm of the law. The pilot police will fly along the shore line to prevent theft and fire. The plane with its complement of police will hover over the community to detect danger, and to bring protection as the wireless serves the ship on the sea.

The great extent of the United States will be unified into a more compact and unified whole by the employment of the airplane as a means of transportation and communication. Flights have been made from Dayton to Washington in three hours and eighteen minutes. Long distance cross-country flights have been made to practically all parts of the country. Plans are being made for a route from coast to coast in eighteen hours, and already four different tours across the continent have been mapped. Within the present administration it will likely be probable that the President of the United States can go to any part of the continental United States and return in two days.

The use of the automobile and the electric lights added hours to each day and a far greater radius for ready contact with surrounding country. The airplane is another, but more advanced, stage in the conservation of time. That it is spectacular mitigates not in the least its practical usefulness.

Given a comparatively safe plane—which the experimental and practical genius of our technical engineers will still greatly improve—the adaptability of the American industrial leaders and an awakened intelligence and appreciation of the factor of speed by the American public, it is within the vision of reasonable certainty that the demand for employment of the airplane will greatly increase until its use will have become universal.

## AERONAUTICAL SHOW SOON

According to a statement from the State Department, on December 20, President Wilson authorized by wireless the revocation of his proclamation prohibiting private aeroplane exhibitions in the United States and its possessions during the war, issued on Jan. 1, 1918.

Probably the first exhibition to be scheduled since the issuance of this statement, is the international aeronautical exposition to be held at Madison Square Garden, New York, from February 27 to March 6, 1919. The exposition will be controlled by the Manufacturers' Aircraft Association, an organization composed of most of the plane and engine manufacturers in the United States.

## AIRCRAFT DIVISION

No part of the bureau has expanded more rapidly during the year than the Aircraft Division. In view of the comparatively few engineers in the country with experience in aeronautical design and production, the organization and expansion of the Aircraft Division has been a heavy strain upon the few officers of the Construction Corps with experience along these lines at the time of the outbreak of the war. The bureau has been successful, however, in obtaining for its Aircraft Division a number of experts whose experience in air craft design and construction dated from the pioneer days of the art.

Satisfactory types of training seaplanes had been developed before the war and their production has been continued without serious difficulty. The rate of production was adequate by the 1st of January, and the flying schools now have a surplus of training seaplanes, with a reserve stock in storage.

While production has been concentrated upon standardized types of seaplanes, much design and development work has been undertaken, the nature of which it is not proper to discuss at this time.

The aircraft activities of the bureau have by no means been restricted to seaplanes. During the past year the use of the kite balloon in connection with vessels has increased, and there has developed a demand for it in our service. Since this type of aircraft had never been developed in this country, a suitable foreign type was imported and copied. This has been put into quantity production, and the supply is now in excess of the demand.

## NEW YEAR'S DANCE AND WATCH PARTY AT THE SPEEDWAY

The watch party and dance held at this Post under the auspices of Mrs. Curtis E. Barnes, chairman of the entertainment committee of the Marion County Indiana War Mothers of America, was a very enjoyable occasion for the hundred or more girls who visited us and for the boys who were on the Post that evening.

The guests arrived about eight o'clock and were escorted through the shops, after which they went to the barracks of the 821st Aero Squadron for the dance. Music was furnished by the Speedway orchestra. The floor was, of course, not suited for dancing on account of the oil, but they did not seem to mind that in the least, especially in view of the large amount of oatmeal used.

Harold Jaffe, leader of the orchestra, gave several violin solos which were highly appreciated.

"Fat" Kennard also liberally contributed to the entertainment of the guests. Several of them thought we had Fatty Arbuckle with us.

The watch party was held at the Y. M. C. A., where refreshments were served. The guests left at about twelve-thirty for their homes in Indianapolis. The patronesses were Mrs. G. F. Hofman, Mrs. John Downing Johnson, Mrs. T. E. Stucky, Mrs. Edward J. Hecker, Mrs. H. H. Hadley, Mrs. C. P. Lesh, Mrs. Roy Caylor, Mrs. Harry J. Schaf, Mrs. Harry Mansfield, Mrs. W. W. Winslow, Mrs. Henry C. Thornton, Mrs. Virgil Lockwood, Mrs. Frank Gavin, Mrs. Herbert Waterbury, Mrs. J. V. Howard. Mrs. Linton A. Cox, president of the organization, was assisting hostess.

BOSTONIANS
Famous Shoes for Men

*HEADQUARTERS FOR FULL ARMY FOOTWEAR EQUIPMENT EXTRAORDINARY*

*Agents for "Doughboy Shoes," Herman's Army Shoes, Banister, Nettleton, Pels, Shell Cordovan Puttees; French Manoeuvre Shoes; Bostonian Cordovan Dress Shoes; "Fox" Puttees Spiral; Cavalry Boots, Artillery Boots, Riding Boots, Trench Boots, Tan Gum Boots, Canvas Leggings, Spurs, Boot Jackes, Etc.*

Bostonian Regulation Army Shoes ..... *$6.50*

*THE BIG MILITARY FOOTWEAR STORE*

**Marott's Shoe Shop**

18-20 E. WASH. ST.
INDIANAPOLIS

## ENSIGN FRED ANDERSON CHALLENGES WORLD

Ensign Fred Anderson, a Salvation Army worker in France, claims that he is the champion griddle cake baker of the world and we were inclined to agree with him until "Red" Lindsey, chef at the officers' mess, comes along with his story. Ensign Anderson, while on duty in one of the Salvation Army huts over there, was called upon one cold, dreary night to bake cakes for our soldiers who were marching back to rest billets after having done their stretch in the trenches.

Anderson was alone, therefore it was up to him to bake cakes for all the boys. He claims that he baked griddle cakes for four hours at the rate of 8,000 per hour and he also claims this as a world's record and challenges anyone to compete for said record.

### RED LINDSEY ACCEPTS.

Letter to editor accepting challenge:

"Dear Sir: In regards to the challenge issued by Ensign Anderson, of the Salvation Army, I want to say now that I accept his challenge. While I agree with him that for one griddle fry his was some fast work, I want to say that I am not so slow myself. Although not a member of the Salvation Army, I am, or was rather, next thing to it. I was mess sergeant in a non-combatant unit, and while in this line of duty was placed in one of the largest allied camps in France. Now I dare not tell the place for it would cause every soldier to go A. W. O. L. in order to see this wonderful kitchen. I will tell you the number of men I fed, for I don't want to give the impression that I am trying to kid anybody.

"Now for the kitchen that I was in charge of: The range was 928 feet wide and 1,358 feet long. It took 18 firemen to keep it hot; I had 519 cooks and 700 K. P.'s. We mashed potatoes with a pile driver and ground coffee with a 350 H. P. Liberty motor. They hauled our dirty dishes around on railroad cars and the K. P.'s went around on roller skates. As I was mess sergeant, I rode up and down on a motorcycle shouting orders through a large megaphone.

"Now for the flapjacks: We mixed batter with twelve concrete mixers and had a steam shovel moving egg shells away from the door and six K. P.'s with bacon rinds strapped to their feet skating over the griddle to keep it greased. When I tell you that on three occasions I was forced to fry all the cakes by myself you will no doubt agree with me in thinking that I would have some show with Ensign Anderson. I am willing to take anyone in the Allied forces under any conditions they wish to name—blindfolded, handcuffed, one eye closed, one foot on the floor, turn 'em with a shovel, toothpick or any way they care to do it. Please pardon me if I seem to throw bouquets at myself, but I am a pancake fryer and what it takes to fry 'em, I've got.

Yours for more cakes,
SGT. RED LINDSEY.

## SO MODEST, HE WAS.

Magistrate—You certainly committed this burglary in a remarkably ingenious way; in fact, with quite exceptional cunning.

Prisoner—Now, yer Honor, no flattery, if you please; if there's one thing I 'ates it's flattery.—*Tit-Bits.*

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

## TALE SPINS

### At the Gate.

Inquisitive Young Lady—"Do you use gasoline in those airplane motors?

Sergeant at the Gate—"No, lady, they burn soft coal."

---

"Hab yo' any medicine dat will purify de blood?" a negro inquired of the druggist.

"Yes," answered the druggist. "We keep sarsaparilla, at one dollar a bottle. It purifies the blood and clears the complexion."

"Well, boss, hasn't yo' sumfin fo' about fifty cents jes' fo' de blood? I don't keer about de complexion."—The Watchword.

---

An old darkey went to the judge and wanted to have his wife arrested for rocking him to sleep.

"Why, man," said the judge, "you can't have your wife arrested for rocking you to sleep!"

"That's all right, judge," replied the darkey, "but you should have seen the rock."—Ardmont News.

### Misunderstood.

"Now," said the colonel, looking along the line of recruits, "I want a good smart bugler."

At that out stepped a dilapidated fellow who had a thick stubble of black beard.

"What!" said the colonel, eyeing him up and down, "are you a bugler?"

"Oh, bugler!" said he, "I thought you said burglar."—Call Field Stabilizer.

---

A negro sergeant was explaining the proper way in which the different commands should be executed. He finally came to "About Face," which he explained as follows:

"Niggahs, you place de toe of yo right foot six inches to the reah of de heel of yo left foot, and jus' ooze around."—Judge.

### His Intellectual Equal.

The merchant was busy, and was having a troublsome time at the telephone. Central, who tried to get the number for him, appeared to be inexperienced or asleep. Ordinarily the most patient of men, he finally lost his patience.

"Look here," he shouted, "either get me 1234 or give me some place where I may at least talk to my intellectual equal."

Silence for a moment, and then over the wire came a loud "Hello!" in a man's voice.

Mr. Brownlow was much releved.

"What place is that?" he asked.

"The hosptal for the insane," came the answer.—*Liverpool Mercury.*

Highest Quality
Steam Table Service
Home Cooking

*CLAMAN'S*
*DAIRY LUNCH*
216 N. Delaware St.

**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

*YOU ARE WELCOME*

(Edison Service)

**INDIANAPOLIS LIGHT & HEAT CO.**
48 Monument Place

**BEDFORD STONE & CONSTRUCTION CO.**

BUILDERS
AVIATION REPAIR DEPOT
SPEEDWAY, IND.

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**Food and Drink Combined**

Polk's Milk is Pure, Rich and High in Food Value. Good Milk is Recognized Everywhere as One of the Most Perfectly Balanced Food Products a Human Being Can Use. Increased Efficiency and Improved Physical Condition Will Follow the Liberal Use of

**POLK'S MILK**

More Than a Drink
A Real Food

**MACHINE TOOLS, WOOD-WORKING MACHINERY AND ACCESSORIES**

"THE EAGLESFIELD MOULDER"

"Completely Motor Driven."

**Vonnegut Machinery Company**

43 South Meridian Street

**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

KIEFER-STEWART COMPANY.

## SPORTS

By DON CURLEY.

### LEARN WRESTLING

Here is a chance to learn wrestling under the most competent man in the middle west. Hugh Webb, the champion welterweight wrestler of the middle west, is wrestling instructor at the Y. M. C. A. in Indianapolis, and he has signified his willingness to instruct any soldiers from the Speedway who are inclined to take up the sport. You can get in touch with Instructor Webb by calling the physical director's office at the Indianapolis Y. M. C. A.

### DURANT TO RACE IN LIBERTY SWEEPSTAKES

Cliff Durant, the millionaire race driver, is the first driver to enter his bus in the big Liberty Sweepstakes to be run at the Indianapolis Motor Speedway, May 31, 1919. This is Durant's first attempt on the Speedway track and he is very hopeful of finishing up in the big money. Durant will retire from the racing game after this last trial.

### CURLEY TO HAVE PRIVATE GYM.

Don Curley will have a large private gymnasium down town furnished after the first of the year and will be well situated to have boxing classes and to give private boxing lessons. Anyone on this Post wishing to take up the game and learn to box can get in touch with Curley at 821.

### BOXERS IN ARMY MAY LEAVE DUTIES TO BOX

All the professional boxers who are now in the service are permitted to leave their duties long enough to visit different cities in order to box and keep the money they earn for themselves.

### WIGGINS GOING BIG

Chuck Wiggins, Indiana's premier middleweight boxer, is sure going at a merry clip. He has been a consistent winner for the last three years and has won all his fights. Recently he beat Jimmy McAlie in Toledo and surprised the whole countryside by winning hands down from Walter Monahan. Monahan is a strapping big lightweight and touted as a coming champion, but Wiggins lowered his colors to the extent that he is practically through, for awhile anyway. Monahan was Jess Willard's sparring partner up until and after his fight with Jack Johnson. Wiggins will box Ted Block in Waco, Ohio, January 20, 1919, and is a favorite to win. One week after Chuck's bout with Ted Block he will box Harry Greb in Waco.

**Ryan's**

23 S. Illinois St.

UNIFORMS, LEGGINGS
And Other Military Goods

*Also Hats and Men's Furnishings*

### B. F. KEITH'S.

What amounts, in mangerial terms, to a "January jubilee" comes to B. F. Keith's theater next week, and from advance notices should meet all reuirements of the billing. Florrie Millership and Charles O'Connor appear at the mead of a miniature musical comedy, "The Girl on the Magazine," one of the newest offerings written and staged by Joseph Santley, noted musical comedy star. Special settings for the six scenes, showing points in New York, Japan, England, Ireland and France, make "The Girl on the Magazine" a distinct musical offering for the two-a-day. Truly Shattuck, star of comic opera, together with her partner, Emma O'Neil, return after two years in Australia. They present "Punctuating Life's Manuscript," which gives Miss Shattuck opportunity to sing and Miss O'Neil to be seen as a comedienne. The joint appearance of Miss Julia Nash and C. H. O5Donnell, two legitimate stars, gives theatergoers an opportunity of seeing them in one sketch, given under the title .of "Three G. M.," and said to be one of the cleverest comedies of the season. Belgium has been drawn upon to supply the Four Morok Sisters, who have an aerial gymnastic offering differing from the usual efforts in aerial entertainment. A laughing music lesson is offered by Sam Adams and J. F. Griffith, who have evolved an original method of presenting their comedy and song numbers. Scott Gibson, under the billing of "The Kilted Komic," offers a line of Scotch humor and antics, while Stanley Gallini and company have worked out many original ideas in their shadowgraphic entertainment. The Red Cross will again present a lm of fvital interest to America, showing this organization's wonderful work in Europe.

### JOHN CORT'S "FLO-FLO" CO.

The English Opera House offering for the week beginning Monday, January 6th, will be John Cort's musical comedy success, "Flo-Flo," in which will appear Andrew Tombes, Rena Parker and the other principals who presented the musical conceit for many months in New York and who have just closed a successful engagement of six weeks at the Illinois Theatre, Chicago. The chorus of "Flo-Flo" is said to be made up of pretty girls who have fine figures and know how to wear beautiful gowns to bring out the greatest effect.

### THE MOST USEFUL PLANT IN THE WORLD.

Lyman H. Howe's quaint tour of Old Mexico, a feature of his latest Travel Festival, which comes to English's Monday, Tuesday and Wednesday, January 13, 14, 15, matinee Wednesday, shows the maguey plant, termed by Mexicans themselves "the most useful plant in the world."

From the maguey, or century plant, the Mexican peon obtains practically everything he needs to live. He builds his house from its stalks, makes his roof of its leaves, chops up its stalks as fodder for his cattle, extracts the sap which is made into the national Mexican drink, pulque, eats in toasted form an odd worm which lives in its heart, and makes rope from its fibre.

The old Mexican process of making rope from the maguey is vividly shown in Mr. Howe's pictures. The natives use a crude process which has remained unchanged for hundreds of years, but which efficiently weaves a rope from the fibre of the maguey leaves.

This fascinating tour of Mexico is a feature of the newest Howe Travel Festival, which also includes "Up in the Air with the Marines," a remarkable series of aviation pictures taken by government photographers at the Marine Aviation Field, Miami, Fla. These not only show the training of an air cadet in every detail, but present some remarkable pictures of aerial maneuvers taken both on the ground and in the clouds. A sensational incident of the series is a loop-the-loop in the clouds and a dizzy tail spin 10,000 feet to earth, filmed from the machine itself. This is the last word in film thrills.

Other features of the program show the capturing of defiant wild animals alive in the Rockies by an intrepid cowboy naturalist, who uses nothing but a lariat as a weapon; a reproduction of the famous Red Cross poster, "Greatest Mother in the World," animated in clay; snapshots of southern France, in natural colors; and an extraordinary "freak" film which reveals grotesque and puzzling effects in scenic distortions.

Laughter-producing comedy cartoons and patriotic film concerts will be generously interspersed throughout the entertainment.


Table d'Hote or a la Carte Service
Open all Night
Main 3579 Auto. 28-431
**Ryker's Restaurant**
222-224 North Illinois Street
One-half square north of Ohio
J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome



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PHOTOGRAPHER
*Top Floor Fletcher Trust Bldg.*
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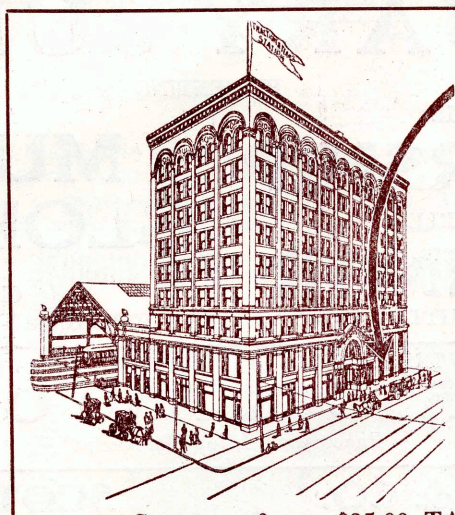
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Get one of our $35.00 TAILOR MADE UNIFORMS
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A FULL LINE OF ACCESSORIES
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**Buschman Dance Studio**
TUES., THURS., SAT. NIGHTS
11th and College Sts.
*Take College Car*



**CARTER PAINT COMPANY**
LIBERTY, IND.
For Fine PAINTS and ROOFING MATERIAL
*For Reference*
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**Drink COCA COLA and YUNCKER'S SODA**



**THE POWER TWINS**
GIVE YOU POWER, MILES AND SPEED
*Fill Your Tank With* **RED CROWN**
*and Your Crank Case With* **POLARINE**
then note the added *pep—snap—life*—developed by your motor.
RED CROWN GASOLINE contains the correct proportion of low boiling point fractions to insure easy starting—the correct proportion of medium boiling point fractions to give smooth acceleration—and the correct proportion of high boiling point fractions, with their preponderance of heat units, to give you that much desired steam-engine-like stroke of the piston with maximum power and speed.
POLARINE lubricates perfectly every make and type of standardized automobile engine at any motor speed or temperature, reducing friction to a minimum and forming an oil seal around the piston which prevents the escape of power past the rings.
RED CROWN GASOLINE and POLARINE are manufactured, recommended and guaranteed by
**STANDARD OIL COMPANY**
CHICAGO (Indiana) U. S. A.
They are for sale everywhere—and they are the same wherever you buy them.


### "THE MAN WHO STAYED AT HOME," SHUBERT MURAT, INDIANAPOLIS.

"The Man Who Stayed at Home," which recently closed a long and successful engagement at the Forty-eighth Street Theatre, New York, will be the attraction at the Shubert Murat Theatre for three nights, commencing Monday, January 6th, with matinee Wednesday. The original New York production will be seen at this engagement and a cast of distinguished metropolitan artists, including such well known players as Rose Coghlan, Murray Stephens and Vilette Kimball Dunn.

While this play has the recent world conflict as a background, it is a mistake to call it a war play, as it has no battle scenes and neither shot nor shell is fired during the entire performance; rather the scenes abound with love, humor and romance. The scenes are laid in a delightful family hotel on the coast of England—a spot from which the British Admiralty has reason to believe important messages are being sent to Berlin concerning the movement of American troopers. The story is that of a man who stays at home, and is accused by his friends of being a coward and a slacker by his failure to respond to his country's call. By his refusal to explain his conduct he risks the loss of the girl he loves. As a matter of fact, he is engaged in secret work for his government of such vital importance that it will not let him enlist. The situations while tense and thrilling at times, are relieved by equally as much laughter and brilliant dialogue. The-man-who-stayed-at-home has for an assistant in his work, a dashing widow, and his inability to explain his apparent familiarity with her to his fiancee and her family, causes many complications and much speculation amongst the other guests at the hotel.

"The Man Who Stayed At Home" was originally produced in England, and due to its refreshing comedy and delightful humor, at a time of so much sorrow, sprang into immediate favor, and recently completed an engagement of nearly two years at the Royalty Theatre, London, establishing a record for consecutive performances since the beginning of the war. In the United States, it has met with unusual success, having enjoyed engagements of four months in Boston, six months in Chicago, and ten months in New York. Mr. William Moore Patch, who is directing the American tour, will send to the Shubert Murat Theatre the same production and brilliant metropolitan cast as presented the play during its long engagement at the Forty-eighth Street Theatre, New York, and should be one of the most important engagements of the season.

### SHUBERT MURAT THEATRE

**JOSEF ROSENBLATT, January 12th.**

**JOSEF HOFMAN, January 19th.**

Two great Sunday concerts are announced by the Ona B. Talbot Fine Arts Association in the series of Sunday afternoon concerts under the direction of this organization. Josef Rosenblatt, the great Jewish tenor-cantor, will be heard on Sunday afternoon, January 12th, at 3 o'clock, and Josef Hofman, the famous Russian pianist, on Sunday afternoon, January 19th, at the same hour.

Josef Rosenblatt is one of the most remarkable figures on the concert stage today, and has recently refused a contract to sing with the Chicago Opera Co., which would have paid him $1,000 a night, because of his singing in the Synagogue. The Jews have found in him a singer who promises to be their Caruso. Cantor Rosenblatt possesses a voice of rarest quality. It is full, rich, resonant, ample of power and range. His voice is exceedingly flexible, and achieves the most florid passages with remarkable ease, aided with a sense of absolute pitch. In the fields of opera and art-song interpretation, he is wonderful and the tenor arias from the great operas make a deep impression. To hear him sing Hebrew religious songs or Jewish folk songs is like hearing McCormack sing "Macushla" or "Molly Brannigan." You know that there is probably no one who could do it so well or remain so true to the heart and spirit of the music. Josef Hofman, acclaimed as the greatest pianist of his time, will be the attraction for the fourth of the series of concerts. Seats for both concerts are on sale at Ona B. Talbot's office in the Hume Mansur Building.


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*Across from Terminal Station*

**MAJESTIC**

CLEAN UT LASSY BURLESQUE

Week of Jan. 6th

**American Burlesquers**

A JOYOUS **B F Keith's**

**JANUARY JUBILEE**

PRESENTING

FLORRIE **MILLERSHIP** AND CHARLES **O'CONNOR**

A MINIATURE **MUSICAL GLOBE TROT**
WITH A Clever Company

WRITTEN AND STAGED BY JOSEPH SANTLEY.

TRULY—TWO OF THE BEST—EMMA
**SHATTUCK AND O'NEIL**
"Punctuating Life's Manuscript"

**GALINNI & CO.**
Shadowgraphs

**SCOTT GIBSON**
"Kilted Comic"

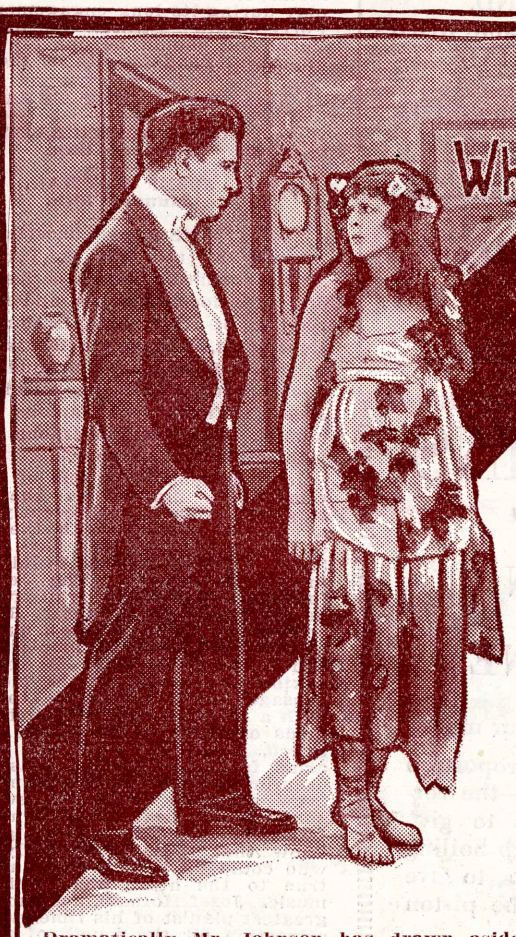
**ADAMS and GRIFFITH**
A Music Lesson

**FOUR MOROK SISTERS**
Belgian Beauties

EXTRA ADDED ATTRACTION—FIRST JOINT ENGAGEMENT
**MISS JULIA NASH and C. H. O'DONNELL**
IN THEIR NEW PLAYLET
**"THREE G. M."**
The Season's Comedy De Luxe

AMERICAN **RED CROSS**

DON'T FORGET
TO ORDER TICKETS
IN ADVANCE



**What is Virtue in a Wife**

In Amy Forrester's "Set" the husbands were all so busy making money (while they didn't realize it) they delegated affection to the less money-grabbing males.

Of course, no woman in her set could be satisfied with a passive love. Her jaded tastes, whetted by the ultra modern society in which she moved, demanded constant sensation and admiration.

But, what is virtue in a wife? All of the wives had their score or more of admirers who flirted openly, made love to her, escorted her to theater and dinner. Were they simply dress-suited lap dogs?

The wives all called themselves "Virtuous Wives."

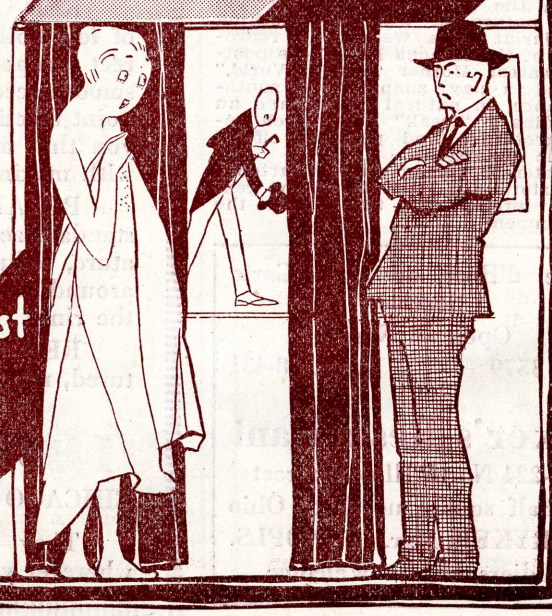
**Anita Stewart**
In
**"Virtuous Wives"**
By OWEN JOHNSON

from his sensational Cosmopolitan Magazine novel and most widely read book.

**Dramatically Mr. Johnson has drawn aside the curtains of New York society life and presented the intimate story of a pair who tried to beat the Pagan Gods at their Own Game.**

**The Supporting Cast is the most Notable ever assembled. Mr. Conway Tearle, Mr. Edwin Arden, Mrs. DeWolf Hopper, Mr. Wm. Boyd. Personally directed by Mr. George Loane Tucker.**

**ENTIRE WEEK BEGINNING SUNDAY, JANUARY 5TH.**



The Husband had said I must Work—You must play for Both of us

The **Circle**
SHRINE OF THE SILENT ART

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Jan. 11, 1919 | Number 16


## WELCOMES 137th AND 139th UNITS

The boys of the 137th and 139th Field Artillery, two units of the Cyclone Division, 2,780 strong, marched Friday in a home-coming parade through the streets of Indianapolis, lined by thousands of admiring Hoosiers.

Governor James P. Goodrich and his military staff; Harry B. Smith, Adjutant General of Indiana; Mayor C. W. Jewett, members of the Indiana State Legislature and delegates from twenty-two Indiana cities reviewed the two regiments which are the first Indiana units to return from France. The reviewing stand was in front of the old Library building, Ohio and Meridian streets. Patriotic decorations were displayed on all buildings on the line of march. No chances were overlooked to impress the soldiers with the gratitude felt toward them by Indiana.

*Band Leads Parade*

Colonel Robert L. Moorhead, commander of the brigade, and officers of his staff, led the parade with the band of the 139th. The 138th field artillery, a Kentucky unit and the third regiment of the brigade, is not encamped at Ft. Harrison, but was ordered to Camp Zachary Taylor, Ky., for demobilization.

Headquarters company of the 63d brigade marched in advance of the two regiments. Colonel C. C. Lansing, commander of the 137th, who is a New York man, announced early today that each unit of the regiment would be commanded in the parade by an Indiana officer. He gave up his place to Captain Elmer D. Rex, of South Bend. The 137th has no field officers now besides its commander. Colonel Lansing reviewed the parade with the Governor's party as the guest of Adjutant-General Smith.

*Formation of Parade*

The 139th regiment followed the headquarters company, with Major W. H. Unversaw, of Franklin, in command. The 2d battalion, commanded by Capt. Harry R. Hall, led the regiment. It is composed of Batteries C and D. Then came the 3d battalion, Batteries E and F, commanded by Major J. A. Umpleby, the 1st battalion, Batteries A and B, commanded by Captain Mark A. Dawson. The headquarters and supply companies and medical detachment came last in the regiment.

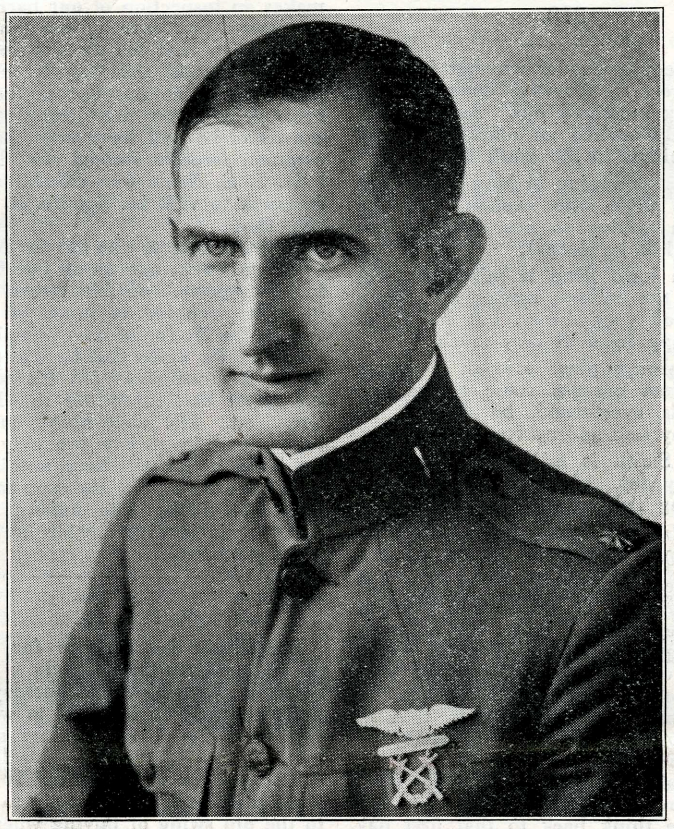
The 137th parade formation was: Captain Elmer D. Rex, and regimental staff, regimental band, headquarters company, 1st battalion, Batteries F. D and C, commanded by Captain Clinton D. Rogers; 2d battalion, Batteries C, A and B, commanded by Captain Arthur B. Gray, and the supply company.

Signs welcoming home the men of the Cyclone division marked the line of march. The Indianapolis Light and Heat Company on the Circle was decorated with a huge sign, and all the young women employes of the company leaned from the windows and blew horns as the soldiers marched past.

The parade ended at the Murat, arriving about 3 p. m., where a program of entertainment had been arranged, including addresses of welcome by Governor Goodrich and Mayor Jewett.

These soldiers have been in the service about seventeen months and wanted to fight, but arrived in France shortly before the armistice was signed.

Actors and actresses of the Circle, Majestic, B. F. Keith's, Murat, English's Opera House, Rialto and the Lyric Theatre volunteered to take part in the entertainment.



MAJOR PATRICK FRISSELL, J. M. A., A. S. A.
NEW COMMANDING OFFICER.

Major Patrick Frissell brings to this command a wealth of experience, born of long association in the Army. He enlisted in October, 1908, and joined the 17th Infantry at Camaguey, Cuba, immediately. He continued to serve with that regiment until June, 1911, when he was commissioned second lieutenant and was assigned to the 15th Infantry. Major Frissell, then Lieutenant, joined the 15th Infantry at Camp McKinley, Luzon, Philippine Islands, in January, 1912. His stay in the Philippines was short, as the command left in March that year and went to Tientsin, China, where he served until December, 1914.

Returning to the United States in January, 1915, he served with the 11th Infantry at Douglas, Arizona, and Hachita, New Mexico, from March, 1915, to October, 1916. In October, 1916, Major Frissell was detailed to the Aviation Section, Signal Corps, and has served in the Air Service since that date, at San Diego, Calif.; Columbus, New Mexico, San Antonio, Texas, Houston, Texas, and Lonoke, Arkansas.

While at Tientsin, he qualified as Expert Rifleman and has maintained the record in all subsequent contests in which he participated.

Major Frissell took flying instructions at Rockwell Field in the fall of 1916, and was announced as a Junior Military Aviator. Prior to taking this station he was Commanding Officer at Ebert Field, Lonoke, Ark.

Major Frissell is accompanied by his wife and little daughter and will make his home in Indianapolis.

## RETURNED TO CIVILIAN LIFE

Following is a list of Officers who have returned to civilian life, having received their discharges during the last few weeks from this Post. Practically every one of these men left important positions in civilian life and made big sacrifices to enter the service, and are returning to again take up their work. The best wishes of the Officers and men of this Post go with them.

Canute, Orlin J., 1st Lieut., A. S. A., 61 Bronson Ave., Rochester, N. Y.; Comer, Braxton B., Jr., 2nd Lieut., A. S. A., Sylacauga, Ala.; Fitzpatrick, Wm. H., Jr., 1st Lieut., A. S. A., 2037 Seneca St., Buffalo, N. Y.; Goodrich, Alonzo C., 2nd Lieut., A. S. A., 4915 Woodlawn Ave., Chicago, Ill.; Holmes, John H., 1st Lieut., A. S. A., 4959 Maryland Ave., St. Louis, Mo.; Hayden, Baysil, 2nd Lieut., A. S. A., 73 Farnsworth St., Detroit, Mich.; Kent, George Erwin, 2nd Lieut., A. S. A., 331 Salem Ave., Dayton, Ohio; Kincade, Franklin P., 2nd Lieut., A. S. A., 922 Poplar St., Erie, Pa.; Love, John Calvin, 2nd Lieut., A. S. A., 6736 Michigan Ave., Chicago, Ill.; Mason, Austin B., 1st Lieut., A. S. A., 120 Franklin St., Boston, Mass.; Maurer, Alfred L., 1st Lieut., A. S. A., 657 West 27th St., New York, N. Y.; O'Brien, Michael A., 2nd Lieut., A. S. A., 1011 High Street, Youngstown, O.; Ramsey, John Patterson, 1st Lieut., A. S. A., 625 Clinton Ave., Bridgeport, Conn.; Snyder, John J., 2nd Lieut., A. S. A., 3741 Broadway, Kansas City, Mo.; Stallings, Charles P., 2nd Lieut., A. S. A., care Taylor & Forgey, 903 Calif. Bldg., Los Angeles, Cal.; Stanton, Edgar A., 2nd Lieut., A. S. A., 4814 43rd Ave., S., Seattle, Wash.; Wallace, James, 2nd Lieut., A. S. A., 103 Gay St., Cambridge, Maryland; Wilson, Reynolds D., 1st Lieut., A. S. A., Buffalo Club, Buffalo, N. Y.; Winbigler, Howard B., 2nd Lieut., A. S. A., 109 W. Walnut St., Ashland, O.

## TWO ASSISTANT FIRE CHIEFS ARE DETAILED

By order of the Commanding Officer, Major Frissell, Private Henry C. Herleth, 821st Aero Squadron, in addition to his regular duties, was detailed as assistant fire chief, and Sgt. E. D. Myers, 810th Aero Squadron, in addition to his regular duties, was detailed as second assistant fire chief, both to report to the Fire Marshal, Lieut. Anderson, for instructions.

## INDIANA HONORS OVERSEAS TROOPS

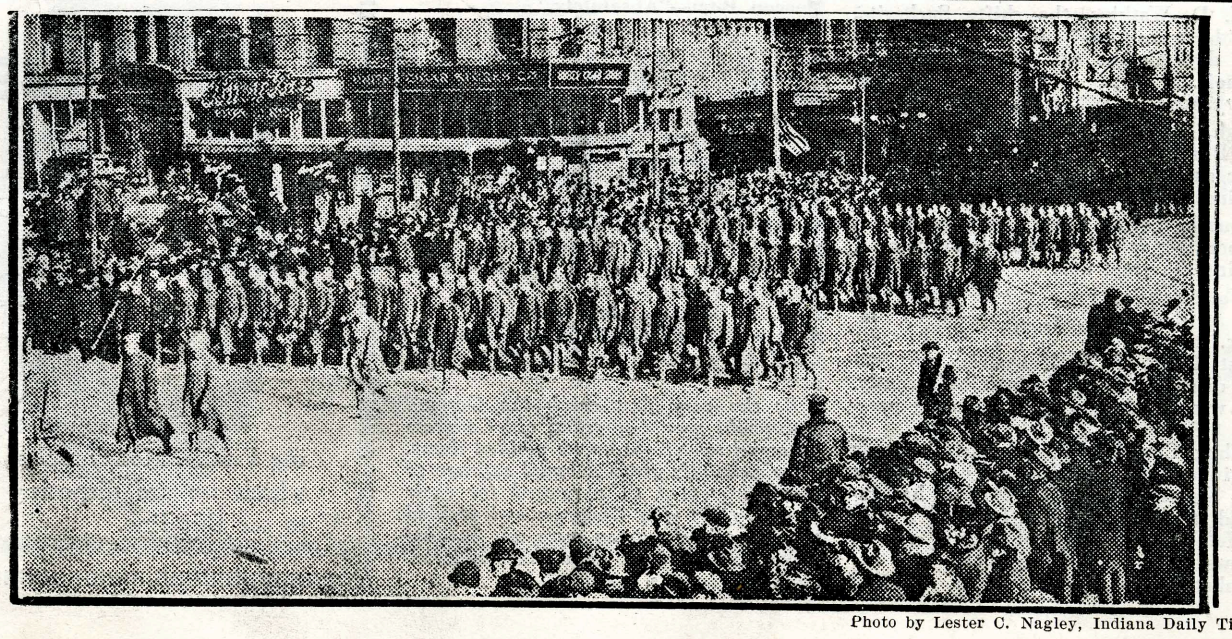


Photo by Lester C. Nagley, Indiana Daily Times

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# SQUADRON NOTES

## 809.

Since Comstock and Chapet, our ever-faithful Squadron Reporters, have both received honorable discharges from the Army, I should say Air Service, there has been a new reporter detailed to write up the personal history of 809. Ask Marsh who it is, because it was through his great influence that he was detailed to do this.

Sgt. Cooper says that from now on he is going to walk from the West Tenth car line instead of hiring a taxi. There seems to be some doubt as to the motive for this, but after interviewing Evans, the world's renowned barber, we have come to the conclusion that Cooper must be saving the extra money to buy living necessities for two. We are expecting the announcement of Cooper's engagement any time now.

Gleason, lately of the Dope House, has been granted his much-looked-for furlough.

The men in 809 were under the impression that Tellier was a man of means. After investigating his case, we find that he spends all his spare time down at the Red Cross Canteen, located in the Spencer Hotel. We do not mean any reflection on the Red Cross, but it seems so funny to us that a man of his means should spend all his time down there when he is acquainted with so many nice girls. Never mind, Tellier, the coffee they put out there is swell. Ask the Jew, he has tasted of it, too.

Speaking of Jews, we have one that sleeps in the back barracks that is sure a comer. There are not many white men that have anything on him. He does hate the sight of a gun, though. Morgan will vouch for that. His greatest weakness is money. He just can't hold on to it. The other night he lost five dollars in five minutes. Walker, we do not blame you a bit, because he had been told by a sergeant 1st class to lay off.

Clavey has decided that he will rest for about three weeks. The trip to Chicago must have been too much for him.

McGowen, after resting quietly for a week, is ready for action again.

Why is it that it is so hard for Barber Evans to get up in the morning? Wine, Women and Song.

The reporter wishes to mention Ostrander's name also in connection with finding it hard to get up in the morning.

Who said that Perry was a big eater? Did anyone ever take particular notice of M. S. E. Swenson? I am afraid that he has even got the shade on you, Rogers.

Watkins, fresh air never hurt anybody.

Whenever you are down at the supply room, take a casual glance at the last bunk on the right-hand side of the barracks, facing the supply room. You can tell at a glance that a human being would not sleep in such a thing. I have not found out the name of the thing that sleeps in it yet, but some night I shall ask Morgan if he will take his gun up there and find out what it is.

D. M. Stiefel is away on a ten-day furlough, visiting his folks in Indiana, Pa.

J. C. Olson is sojourning at Jamestown, N. Y., after an absence of 18 months.

H. D. Watkins, the shifty Suckerite, will be taking his baths during the next few days in the extra dry Champaign, Illinois.

W. (Windy) Powell has left on a furlough, bound for Pittsfield, Mass, U. S. A. Blondy says her piano refuses to play ever since Powell upset it trying to get behind.

Quack, Quack Larson says he is not responsible for his country being neutral during the great war.

Nobody home but those on the stay-in-list at Michigan City, according to Retseck.

1st Lieut. W. H. Fitzpatrick received his discharge from the service recently. He was attachel to the fast-fading peerless 809.

Chug Chug Carr, of Louisbill, wants an immediate discharge to condition a fast Kansas City white mule he has entered in the Derby next fall.

Mott is so afraid of telling all he knows, he covers up his head with his blankets every night.

Millionaire Evans returned from Olyphant in the best of shape, which he proved to our entire satisfaction. He says it will be seven or eleven with him from now on. Boscobel Ed says he will be satisfied with a deep single.

If it wasn't for Rogers losing control, Top Swanson would have had the gang lined up for Reveille about 1 a. m., Thursday.

The morality of this Post has been able to hold its own during the absence of some of the nearly prominent officers, as shown by a recent rigid daylight inspection of all barracks and kitchens, by the Rookie Moral Squad.

## 810.

Some people wonder whether it is exactly correct to advertise one's self before being mustered out. Sergt. Baker has already opened an office and hung out his shingle in the south barracks.

Varns is beginning to have his secrets known to those who awaken early—he insists on talking to everybody within a mile (while he sleeps).

Many a kind deed is misunderstood. Some of the fellows made up Hartshorne's bed very nicely, but he didn't seem to appreciate it very much.

Ducci always plays safe in a roughhouse. Just because some others had their beds overturned, he thought he would play safe and overturn his own.

Shorty Smith is mighty careless just before pay day. He offered to take several young ladies to a show. Luckily for Shorty, they refused.

*810: Just One Year Old.*

In reviewing the events of the past year many pleasant and some unpleasant occurrences are recalled to the old men of the Squardon. Our thoughts revert to those others who in this short year have come and gone. Not very many of the original members are left, that is, those who actually picked up their bed (mattresses and all) and walked the longest miles they ever walked, from Line 20 in Kelly 1, to Line 72 in Kelly 3. As we think back to that first day and of our visions of future glory, deeds of bravery overseas, etc., we cannot help but believe that our dreams must have caught in the sand storm. Though the men have been scattered to the four quarters of the globe, the friendships formed while together are still strong and we hear from those far away. It is the closest kind of friendship, too, as we are knit together and know each other better than our own families at home. As the older ones have left us new men have entered and soon get into the real spirit of old 810. Ere another year has passed we shall be separated, and we take this opportunity to wish each and every man who has been a member of 810 a pleasant and successful future.

Dutch Volk, of N. Y. City, was telling some of his friends what a good talk he heard a few nights ago at the Y. M. C. A. on the subject of "Farming." Some one asked him how he knew it was a good one, and Dutch quickly replied, "Well, Updike said so—he should know."

*Famous Sayings of Great Men.*

Shorty Si-t-h—"Aw, dry up."
MacF-r-a-d—"Shop-men, all out."
Deacon B-t-n—"Absolutely."
Sleepy Sid B-e-r—"Lemme sleep."
B-k-r—"Taxi, sir?"
L-w-ey—"I hate anyone who—"
A-b-r-g-r—"Let's warnish it."
Co-d-r—"Clear the way, I'm coming."
S-t-o-n—"Howdy, Copoal."
N-an-z—"Lights are out."
L-e-i-s—"Got two qwatas faw half?"
G-o-g- O-r-i-g—"Now listen."
H-c-ey—"Good-night, Frank."
S-t-a-t-s—"Me for Megooken."
B-a-s-t-n—(In his sleep): "A nice blue suit or shoes, yes."
A-n-l-d—"Shut the wash-room door."
B-y-s-n—"It's all right with me, but—"
Chief M-y-r—"Now in York, Pa."

*At the very first crack the German Bolsheviki gave our grand old Congress an awful swat right on its ossified dome. They promptly granted equal suffrage to German women as a reward for their loyalty, right after Congress had decided that American women were not entitled to any more rights than Indians, imbeciles and infants.*

## 811.

Corporal Wagner (alias Harms), one of our popular actors in the Speedway "Follies," received his discharge Tuesday. Has he a friend in the Senate, or was it his friend wife who needed his assistance? Wagner suggested that if any of us want to buy shoes to come to him at L. Strauss & Co., and he will give us the very best price. The way things look it will be quite awhile before we can afford to buy shoes, but now that you are making a salary again, you might pay that treat you owe us. Probably you were in the best of spirits and quite a bit excited when you promised it for the reason that it was a boy. We will drop in to see you, Wagner, but don't come out here in civilian clothes.

What per cent. alcohol is there in medicine used for sore throat? We would like an answer for this so we can tell Lieutenant Snee the next time he makes an inspection of our barracks.

Sergeant McClure received a five-day furlough to visit his parents and friends (mostly friends, girls) at Greenville, Pa. Jazz told us he was out of luck as another rookie from here lives in his home town and he will have to go home as a common sergeant instead of a flyer.

M. S. E. Neale was granted a ten-day furlough to visit his parents at New Haven, Conn.

Corporal Penna, who left for New York City two weeks ago on an indefinite furlough, reported on his return that his business occupied so much of his time that he hardly found time to visit his old friends. We agree that he was real busy as he has not recovered his old spirit, the spirit that made 811 the Efficiency Squadron. His visit home and traveling around in society probably went to his head, as he will have nothing to do with the rest of us. He even moved his bunk down the line among strangers and associates with one or the other of them constantly.

## 821.

Finkelstein has an eye for business, all right. Lieut. Snee bought a toilet set from Sgt. Katzenberger Thursday for one dollar, turned on his heel to walk away and was offered two dollars spot cash for it by Finkelstein. The toilet set, of course belongs to the latter. It will take some practice for Finkelstein to get back to the old swing of buying when he gets a discharge.

Real butter has been served a number of times this week. What's this army coming to, anyway?

Sidney Lichtenstein, who sleeps occasionally in the south barracks, remarked Thursday evening, when he had to stay in, that it seemed queer to be in the barracks at night. Yes, Sid, and it's an awful hard "queer feeling" to get used to, too.

Paint has again made its appearance around the barracks. It looks like our stay was going to be quite permanent. Top is in for going home with the rest of us, but you'll have to give him credit for wanting to fix things up nice for those who have to follow; in fact, we've got about the best quarters anywhere in the U. S.

Since strings and nickels have been divorced, the Squadron pay telephone is rather unpopular. In fact, most of the telephone calls are from the outside in. Girls, it's very thoughtful of you. Nickels are scarce around here.

It's funny why some of the medics are not satisfied when we give them one whole end of our barracks to sleep in. One of them was over trying the south barracks one night this week. He claimed he was mixed up in the directions. It's lucky that Mays was sleeping down town that night.

Roy Taylor is wearing some fancy shoes lately. Have you noticed them? They're a bit large, but he borrowed several pairs of Red Cross socks and they fit fine that way. You'll have to hand it to him—he's an inventive fellow, alright.

M. S. E. Kruger has prepared a complete roster of all the men in 821, together with their names and addresses. These he is having printed and will offer them at cost. Thanks, Kruger, it was a lot of work and we all appreciate it.

The fellows who have been signing the list just for fun and then giving their place to someone else will be out of luck according to the new orders from the orderly room. The fellow who gives his pass away will be on the stay-in list for the next night.

Say, have you heard that song of Whitehead's, yet? It's rather long, but the subject is long, too. You'll hear it to the end if he starts in on it.

Some one is always spoiling things. It's getting so there are so many visitors around the barracks that a fellow can't rest there during the day. But this is being provided for now. You have to turn in at 9:15, so that will take care of that extra sleep needed.

Nickol used to chirp about never being on K. P., but he's sure got a new song now.


# Post Exchange

HOURS: 7:00 A. M. to 9:30 P. M. Week Days
9:00 A. M. to 9:30 P. M. Sundays and Holidays

**Hot Cakes Served at the Lunch Counter**

From 7:00 A. M. to 12:30 P. M.

AGENTS FOR

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We have a complete line of Christmas Articles, including Fitalls, Money Belts, Smokers' Sets, Cigarette Cases, etc., which we are disposing of at 20 per cent. discount. Ask to see this line.

## ENGINEERING DEPT.

Since Corp. Goar has changed desks he is swamped with work left by Willis. If it were not for the untiring efforts of the Artistic, and may we not say intelligent, First Class Sergeant Markum, together with Corp. Wells, the master mind, assisted indirectly by the dare-devil filer, First Class Sergeant Wynne, he would have to go back to the woods from whence he sprung, unwept, unhonored and unsung.

Blushing Corp. Crump, the Cupid of the Engineering Office, has been fully convinced that peas will roll off the knife unless used with mashed potatoes.

Nig Henry, a close relative of Henry Hudson, the discoverer of the Hudson River, has been lucky enough to inherit some discovery power from this great man. Sunday morning, after kissing his sweetie good-bye, she presented him with a large new One Dollar Bill, which he later discovered was his own.

Corp. William Stricker, author of the well-known verse, "lend me a dime," which now has a limited circulation, recently made a trip to Detroit and there endeavored to put this verse on the market. Statistics show that his efforts were fruitless.

Corp. DeVoss's girl calls him "Cutie," but from the way he hangs around her it sounds to us like a cootie.

Since Corp. Bud Wells has been promoted to the owner of the Eng. Dept. he now goes up to the Canteen whenever he pleases. It's an awful nuisance, because he always insists upon taking Sgt. 1st Class Markum along with him and thus several times a day for a half hour or more at a time, the delicate running organization of the department is thrown out of balance, and limp and sputter along like an engine with brass filings in the gas tank.

Sgt. Willis left us with a smile that we had never seen before. His department wishes him the best of luck for the future.

What is the attraction for Becker at the Infirmary? Ask him.

The Engineering Department is working out a play on paper, title and name of characters will be announced next week, *maybe.*

Sam Rowe could not be found at his home New Year's. (Grape Nuts) there's a reason.

Jake Retseck has returned to hard labor again after ten days of rest. We understand he was attended going and coming. What did Papa think of her? (Soft pedal stuff.)

One new leather coat follows another.

A great mystery is hovering over 810 here lately as to what is the cause of Sgt. Connors getting so excited at times and his keeping of such late hours.

The Engineering Office has been short of help for several days, as three of our best men are absent—Willis, Crooks and Retseck.

## STOCKROOM "A"

Malkemus to Michel, over the phone: "You see, I have to be careful how the government's money is spent, for it is so easily wasted."

Lt. Bergbom—"Huh! How the h—— are you going to waste it when you don't handle any?"

Malkemus—"Oh,, that's right. I didn't think of it that way."

If you want any information, first hand, about discharges, length of time we are to be in the service, etc., just drop around to Stockroom A. No charge.

Salvage Report for the Week—"Zulu" Blaustein, of 810.

Missing in Action: Private Jack Hufford, Sgt. Bert Setzer and Private Wray.

Trisler says: "Ain't it hell how times do change? Only a short time ago Peters, the brilliant slidin' trumpeter of the Speedway Band, was marching behind Cole, the wonder tuba player, poking him in the tail assembly with his trumpet. Now Cole is marching behind Peters, poking him in the same place with his rusty bayonet."

Our ranks have been thinned recently owing to the epidemic of discharges, which has been sweeping the camp, and we find two of our best men missing. All the boys extend their best wishes to Jack Hufford and Bert Setzer for success in their new occupations. Both have made many good friends during their stay here, and we all regret to part with them.

Wray, our modest non-combatant Clerk, has been transferred to the Plumbing Department. Go easy with him, "Jiggie." Y-a-a-a.

Attention! Enter Jimmie Bordeau, Cadet, Comedian, Musician, Artist, First Class Private, and, he modestly admits the most important man on the field.

Jimmie says: "Love is one d—— fool after another."

Malkemus—"Wait, I'll take that down."

Jimmie—"Just write your name."

The hardest thing Jimmie has to do is keeping a full stock of wheels for Model D landing gears. They are quite a conspicuous article, about as conspicuous as a Buck Private on a fire detail, so you would think he would have some time for leisure. However, Jimmie declares our stock is getting low since the two end wheels (for Model A) are getting smaller.

Chief Goldbrick (upon observing the unexpected entrance of the Lieut.)—"How is that report for Washington coming?"

Second Goldbrick (loudly)—"Check!"

Life is one d—— inventory after another.

We notice less gossip at the window since our noted Prophet, J. C. Hufford, has gone with that illustrious line of his.

Our love for the boys of the Aero Supply prompts us to inquire into the controversy between Sgt. Fishbein and Buck Private Ryan. Their mothers should be notified of the impending struggle between these lads, as Fishbein might accidentally strike Ryan on the wrist in a fit of passion and injure the crystal on his timepiece. Now you quit.

Fishbein can kid Ryan about being a ground aviator; but a little airplane gazing wouldn't do him "no" harm.

There is a rumor afloat that the Machine Shop is to be busy in the near future. Someone has to "turn down" the discharges. At ease!

*The vacant cot! Oh, how it haunts me,*
*Both night and day it seems to taunt me,*
*It's always there when I return,*
*As silent as a graveyard urn.*

*In former days it held a friend,*
*I thought he'd stick until the end,*
*But a wife, a sister, or mother dear,*
*Has taken away his life of cheer.*

*For twelve long months he's been my pal,*
*We worked together thru it all,*
*When mess time came you always found*
*We two were there when the "eats" came 'round.*

*And when the Lieut. said, "Get that step,"*
*Or, "One, two, three," or "Hip, hip, hip,"*
*It seemed that "Buck and I would be"*
*The only ones that had the "key."*

*But now that old black cot of his*
*Is all that greets me. Oh, gee whiz!*
*Why didn't the good Lord make me wise?*
*If He had, by now I'd have nine wives.*
*—Trisler.*

## HEADQUARTERS.

The boys at headquarters are always glad for the news they get at the barracks. It's always direct from the lips of the Commanding Officer.

The Major has two fine Airdale pups which arrived here Wednesday evening. One of them is quite bashful but will no doubt soon get acquainted. They will probably be put on guard at headquarters as soon as they learn the General Orders.

Russell Taylor says it will take a mighty strong draft to blow him into the Air Service the next time.

Baker and Thoburn, who have been taking dancing lessons, are getting to be quite some artists. Don't crowd, ladies, one at a time, please.

Miller and Marsh, denizens of the northeast office at headquarters, are always rather suspicious that the editor will slip something into the headquarters notes about them. By special request a good joke on them was omitted from this space.

One of the boys saw our old friend Jack Gorman down town the other day, and he tells one on himself. He says he went into a haberdashery last week to get a new tie. He picked up a nice one and laid down his old one and started to walk out before he thought. They don't take old ones for new ones in civilian life.

Lieutenant James A. Wallace and Lieutenant Hugh C. Edmiston have been visitors at the Post, regaling their old friends at the Post with stories of life abroad. Lieutenants Wallace, Edmiston, C. F. Knight, George F. Bartlett and Ralph E. Hopkins left this station early in August for overseas duty. They landed at La Havre. Later they were sent to England.

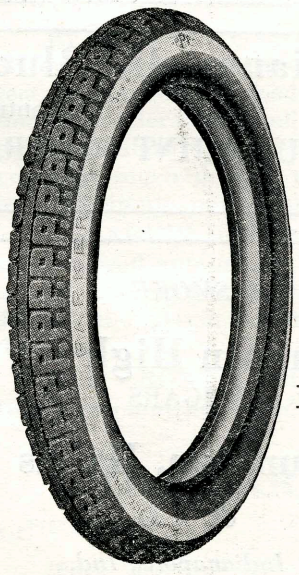
Lieutenant Wallace was Technical Officer at No. 1 School of Navigation and Bomb Dropping, Stonehenge, Amesbury, Wiltshire, near Salisbury, England. He was in charge of training personnel of both the American and English forces.

Lieutenant Bartlett was Technical Officer in charge of the southwestern area in England, and Lieutenant Hopkins was stationed at Airdrome of Spittlegate, in the northwestern portion of England. Lieutenant Knight was stationed at Weston on Greene. Lieutenant Edmiston was located at Regis Acceptance Park, near London.

The boat in which the officers sailed was attacked by a submarine near the Isles of Scilly. One of the ships was torpedoed.

All of the officers have been discharged and are returning to their respective homes. Lieutenant Wallace's home is at Terre Haute and he was glad to get back and to be near his old friends. The Post will welcome Lieutenant Wallace any time he can get back to Indianapolis.


PARKER TIRES
SUPER-SIZE CORD



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## SPORTS

By DON CURLEY.

### BOXING CHAMPIONS OF 1918.

Heavyweight—Jess Willard.
Light Heavyweight—Jack Dillon.
Middleweight—Mike O'Dowd.
Welterweight—Ted (Kid) Lewis.
Lightweight—Benny Leonard.
Featherweight—Johnny Kilbane.
Bantamweight—Pete Herman.
Flyweight—Jimmy Wilde.

### SOLDIER BOXERS WILL BE POPULAR

After the peace treaty has been signed and all the boys come home, there will be a big rise in boxing, and the boxers who have offered their services to Uncle Sam will go big when they come back to the old game because boxing promoters realize that the fans will insist upon seeing boxers who have been in the service and who have done their share.

We only have one champion who has seen service in the trenches, and when he comes back he will be one popular guy. He is no other than Mike O'Dowd, the St. Paul flash, who turned Al McCoy a flip for the middleweight championship about a year ago. O'Dowd is trying to secure a match with Georges Carpentier, the French heavyweight champion, but the promoters over there think he is too small, and the match will probably fall through.

### DON CURLEY TO BOX IN PITTSBURG

Permission has been granted to Don Curley by Lieut. Biship, Engineer Officer, to be absent from his duties long enough to visit Pittsburg, Pa., for a boxing contest to be fought Jan. 13th or 14th. Curley will be in fair shape for the bout, as he has had six days in which to prepare for it. If Don wins in Pittsburg he has the promise of three more good matches in Dayton, Toledo and Cleveland. Let us hope Don wins, because he says that after being in the army ten months he needs the money and can use plenty of fights.

### SOME INDIANAPOLIS BOXERS IN SERVICE

Although many Indianapolis boxers have gone over the top and have participated in many battles, only one of them has been wounded, Sergeant Ralph Updike, a former featherweight boxer, who fought under the ring name of Young Ritchie, is the victim. Ritchie is a Marine, 24 years old, and enlisted at Boston, Mass., three years ago, and recently returned a hero, havng been awarded the Legion of Honor and other medals for bravery. Ritchie will never be able to perform with the padded mitts in the ring again, his injures consisting of a bullet wound in the back, in the left lung, which had to be removed, instep of left foot shot off and was gassed twice. Some of the other local boxers who are in France are as follows: Jimmy Dalton, lightweight; Lu Davis, lightweight; Jack Cullen, lightweight; Babb Kein, welterweight; Frank Ave, middleweight; Tommy McDuff, featherweight; Young Dosey, welterweight; Jimmie Watts, lightweight; Lt. Larry Donovan, Earl Hendrickson, Jack Gorman, Bobby Lee, lightweight; Young Jack Daley, middleweight; Nate Farb, welterweight; Joey Farb, lightweight; Young McGinley, lightweight; Earl Hensley, lightweight, and Billy Shine, lightweight, whom Don Curley beat for the state title over two years ago. The Hoosier boxers who are in the service and did not get a chance to go overseas are: Don Curley, Indiana lightweight champion; Patsy McMahon, Chick Hays, Joey Jacobs, Stewart Donnelly and Micky Ford.

### BOB DEVERE DEAD.

Bob Devere, the popular and well-liked heavyweight champion boxer of Panama and South America, is dead. Bob was found dead, evidently murdered, as he was cut to ribbons and had several gunshot wounds when found in the basement of an exclusive home in St. Louis, Mo. No motive has been found for the murder. Devere was under the same management as Don Curley in 1917 and Don says he never met a finer gentleman than Bob. Three people are held under arrest as suspects.

# SPEEDWAY DOPE

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CORPORAL BRYANT COMSTOCK___
_____Reporter 809th Squadron
SGT. 1ST CL. R. P. CONNORS_____
_____Reporter 810th Squadron
COOK LEO KALB_____
_____Reporter 811th Squadron
SGT. H. P. PRICE_____
_____Reporter Q. M. Detachment
SGT. 1ST CL. NORTON A. FISCHBEIN
_____Reporter Aero Supply
SGT. DON CURLY_____Sporting Editor


The reports from the Cyclone Division boys at the Fort indicate that the French girls were not so accessible as was generally thought. They're all here, unattached as regarding matrimony, but nevertheless they will be put through the third degree when they get home next week. But they have been through some real soldiering and a little third degree stuff will never feaze them.

All army men go strictly on the assumption that the Lord helps them who help themselves.

The Germans are going to have their hands full with attending peace conference and with attending to the Bolshevik uprising. But no one seems to be feeling sorry for them. They are simply getting a sample of the medicine they have been giving Russia for the past several years.

## NEW SERVICE FLAG.

The following from the Indianapolis *News* will interest soldiers:

"From Seattle comes a suggestion for a new service flag, the purpose of which shall be to show the number of returned soldiers taken back into employment by business firms. The emblem would be similar in design to the ordinanry service flag displayed by many industries during the war, but the stars would indicate soldiers taken back instead of soldiers departed. Something is to be said for the plan. The display of the service flag by industries was a commendable custom in that it tended to set up a friendly rivalry between business firms as to which had provided the most soldiers, but the emblems did not necessarily indicate patriotism, or sacrifice, on the employer's part. A flag showing a large number of employes taken back into service would be an evidence of patriotism. Such an emblem would be a real service flag.

A concerted effort is being made to induce firms to take back into employment all returned soldiers. The movement would be aided if some way were provided for the public to distinguish between those establishments which were and which were not doing so. Returned soldier service flags would provide an easy and effective means of making such information public.

All the reasons existing for the display of the old service flags exist, and in greater degree, for the devising and display of the new. Every firm flying the old flag should feel it incumbent on it to fly the new one, because, unless the soldiers are taken back into employment, an industry has nothing to be proud of in releasing a large number of workers for the army. If the flags could also be arranged to show how many, if any, new workers were thrown out of employment to make way for the soldiers the flags would be even more valuable and significant."

*Stock in the Berlin to Bagdad Railway is now selling at funf pfennigs a share—on the napkin counters of Berlin department stores.*

## FOUR ACES RETURN

Four American pilots have recently returned to this country from overseas, all officially rated as "Aces."

Lieut. Col. Wm. Thaw, of Pittsburg; Major C. J. Biddle, of Philadelphia, and Captains Edgar Tobin, of San Antonio, and Ray Bridgeman, of Lake Forest, Ills., arrived at American ports last week and were granted leave for a few days.

## BOLSHEVISM, THE END OF CIVILIZATION.

On his way back to Holland from Russia, Dr. Oudendijk, the Dutch Minister in Petrograd, was interviewed by the London *Times* and made an impassioned plea for Allied intervention as a duty to civilization:

"I wish to give a solemn warning to the working classes of all nations. Bolshevism, I say without exaggeration, is the end of civilization. I have known Russia intimately for twenty years and never have the working classes of Russia suffered as they are at the present moment. I have never seen or dreamed of the possibility of such corruption, tyranny, and the absence of all semblance of freedom as there are in Russia at the present moment.

"Translated into practise, the five points of Bolshevism really come to this: (1) High wages; (2) don't work; (3) take other people's property; (4) no punishment; (5) no taxation; and I will suppose there will always be a certain number of people who will adopt a program which in practise amounts to this. That is why, having myself seen the disastrous effects of this policy on all classes of society, I take the first opportunity on my arrival in England to warn the public. The bulk of the workmen in Russia are today far and away worse off than they ever have been, and the state of unemployment is simply terrible. When I left Petrograd the situation was one of utter starvation, the most people hardly knew how they would exist through the following day. The future to me seems hopeless. One thing is certain, that, left as she now is, Russia will be in a state of utter and complete ruin. Wherever Bolshevism rules the nation has been beaten to a pulp, and is utterly helpless."

*If he has not already done so, we would suggest that Herr Wilhelm Hohenzollern take out a life insurance policy and send his boys to some good vocational school at once.*

## MAP AIR ROUTE.

Five two-seated training planes have just returned to Langley Field, Virginia, after having mapped out a course along the eastern slope of the Appalachian range to Columbia, South Carolina, to link into the southern trans-continental air route now being charted by squadrons of planes working both east and west from fields south of the Ohio River. The total flying time of these planes from Langley Field south to Columbia, was five hours and two minutes and the flying time north over the same route was four hours and thirty minutes. The distance in an air line between the two points is roughly 330 miles. Columbia, South Carolina, is 225 miles from Souther Field, Americus, Georgia, and planes flying from Souther Field north have already mapped this course. The course from Washington, D. C., to Langley Field, Hampton, has also been charted. Therefore, when the planes flying from the west have reached Americus, Georgia, one trans-continental air route will have been charted and ready for flight from Washington, D. C., to the Pacific Coast.

The Langley Field planes going south flew over Newport News, crossing the James River just north of Nasemond River, picked up the tracks of the Seaboard Airplane Railway, five miles north of Suffolk and followed them to Franklin, Virginia. From here to Raleigh, North Carolina, and from Raleigh, to Pinehurst, North Carolina, the pilots took a compass course. From Pinehurst they flew over Rockingham, Chesterfield and the Wateree River to Camden, South Carolina, and from there over the Seaboard Airline tracks again to Columbia.

Good landing fields were found at Suffolk, Virginia; Franklin, Virginia; Pinehurst, North Carolina; Camden, South Carolina, and Columbia, South Carolina. The pilots reported that the terrain between Franklin and Raleigh was such that the pilots reported no possible sites could be located.

## FLIES WITH NECK BROKEN.

The Division of Military Aeronautics is in receipt of a report from a flight surgeon of what is believed to be the first case on record where a man who suffered a broken neck in a crash on a flying field ever recovered sufficiently to fly again as a passenger.

The accident happened in February last at Gerstner Field, Louisiana, when the ship in which the patient, Lieut. C. M. Cummings, was flying fell in a tight spiral from an altitude of 800 feet. The plane was demolished, the pilot (Lieut. J. E. McKean) killed and the passenger suffered a fracture of the fifth and sixth cervical vertebrae and the partial dislocation of the fourth and fifth cervical vertebrae. The patient has been in the hospital at this field under treatment ever since and has, with the aid of a head and neck harness, made such encouraging progress that recently he rode as a passenger in a plane piloted by the Commanding Officer of the field. It is expected that he will ultimately completely recover.

ENTITLED: HE'S STILL AT THE SPEEDWAY
or
SILVER STRIPES BUT NOT THE GOLD.

## CIVILIAN FLYING INSTRUCTORS ABOLISHED

The following telegram was sent to all Commanding Officers of Flying Fields, Aviation Repair Depots and Acceptance Parks, and is repeated here for your information and strict compliance:

On December 10, the Secretary of War abolished the position of civilian flying instructor; effective December thirty-first. On or before December thirty-first all such instructors will be honorably discharged. Commanding Officers may grant leave up to and including December thirty-first.

## *MAJOR RYAN RETURNS.*

Major Thomas F. Ryan, who was recruiting officer in Indianapolis for the regular army for a long time, has returned to Indianapolis after an absence of several months and has started on his new assignment as inspector-instructor of the Indiana national guard, with headquarters in the state house office of Harry B. Smith, adjutant-general of Indiana.


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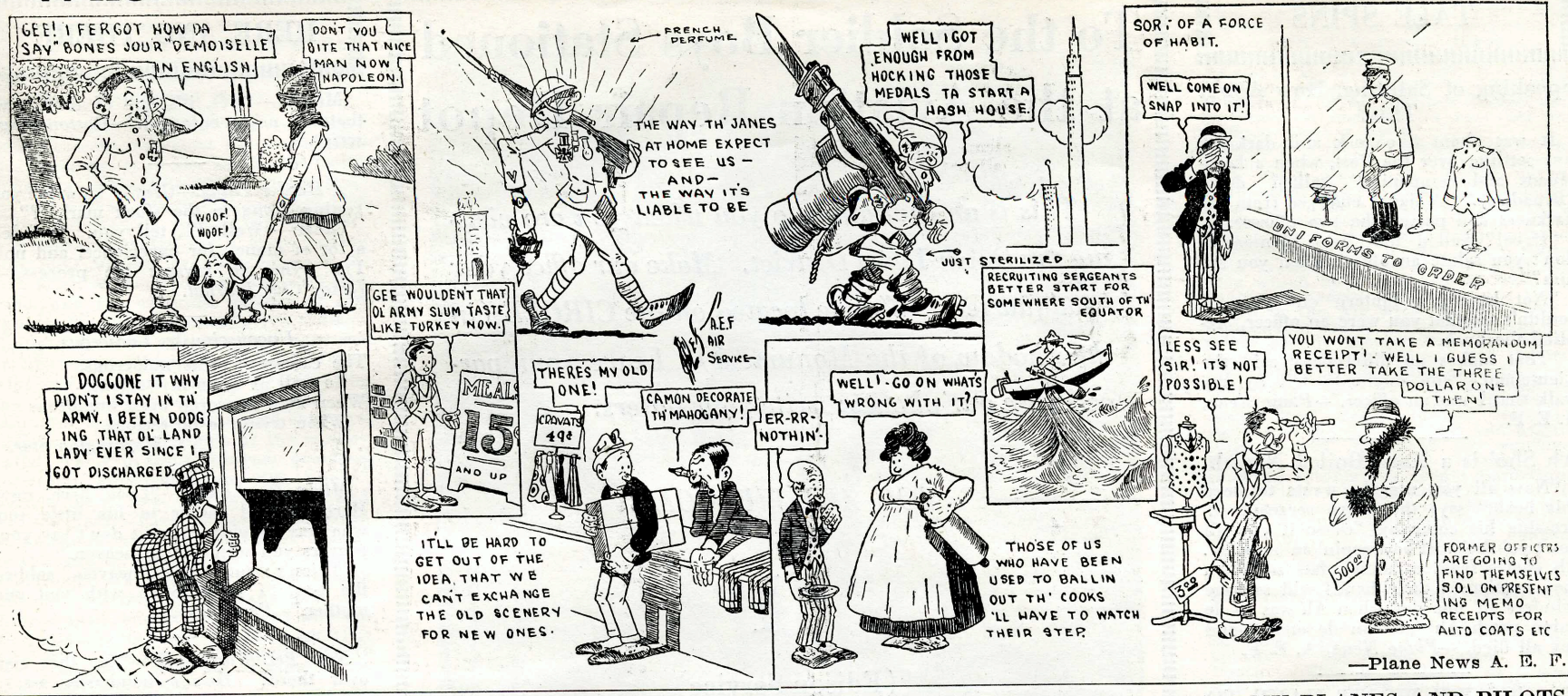
## When The Yanks Get Back!

By "Alex"




—Plane News A. E. F.

## DEVELOPMENT OF WIRELESS TELEPHONE FOR AIRPLANES

The development of voice control of airplanes in flight recently demonstrated publicly for the first time by Colonel C. C. Culver before President Wilson and others, provides an interesting story. The idea of giving command by voice to a fleet in the air was first conceived by Colonel Rees and Colonel Culver in October, 1910, while on duty at the International Aviation Tournament at Belmont Park. In August, of the same year, Colonel Culver and H. M. Horton (now Captain in the Air Service) established communication by radio telegraph from an airplane in flight to the ground at an aeronautical meet at Sheepshead Bay, New York. Captain Horton built the transmitting set and Colonel Culver the receiving set.

Five years later Colonel Culver was sent to the Aviation School, San Diego, California, for the purpose of studying the practicability, and for the purpose of working on the general program, of radio for airplanes. For more than a year he worked on various devices. Telegraph apparatus was designed and built which enabled the establishment of communication from airplane to ground, from distances up to 140 miles. On September 2, 1916, a message was transmitted from one airplane to another in flight for the first time. It was about this time that the development of radio telegraph set for airplanes was undertaken.

Colonel Culver continued his experimenting and in February, 1917, a trial of the radio telephone set resulted in the transmission of the human voice from airplanes to ground. On May 22 of the same year, General George O. Squier, Chief Signal Officer, called into conference Colonel Rees, of the Royal Flying Corps, Dr. F. B. Jewett, of the Western Electric Company, and Colonel C. C. Culver, U. S. A., for the purpose of which was to discuss Air Radio Telephone Communication. In order to bring the problems in connection with the development of voice control in concrete form to the attention of the radio telephone engineers in the country, a memorandum was given to Dr. Jewett, covering the general requirements of an air Radio Telephone Set. General Squier then organized a Radio Development Section of the Signal Corps in charge of Lieut. Colonel Slaughter. A private exhibition of the demonstration of telephonic communication from an airplane in flight was given on August 22nd, before Secretary of War Baker and Chief of Staff General Hugh L. Scott, at Langley Field, Va. In the fall of the same year Colonel Culver was sent abroad, taking with him sets of various types of apparatus, in order to demonstrate to the officers of the U. S. and allied forces the practicability of the idea. On the return of Colonel Culver to the United States in the present year, under the immediate supervision and with the whole-hearted support of Major General Wm. L. Kenly, director of Military Aeronautics, there has been continuous progress made in the working out of tactical problems through the use of the wireless telephone and the development of its application to various air service activities.

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## ARMY PLANES AND PILOTS FOR AERIAL MAIL

According to an amendment offered by Representative Green, of Iowa, the Post Office Aerial Mail Service will use Army planes, and they will be operated and maintained by the Flying personnel of the Army, under the direction of the Postmaster General.

On December 20, the House passed the Postoffice Appropriations bill carrying $358,000,000 for the operation of the mail service during the fiscal year ending June 30, 1920, and the bill now goes to the Senate.

The only important amendment made by the House provides that the War Department shall supply planes for the aerial mail routes and that they shall be operated and maintained by the Army, under the control alnd direction of the Postmaster General. The proposed appropriation of $2,185,000 was reduced to $300,000, and any purchases of airplanes by the Postoffice Department must be made from mthe War and Navy Departments.

The amendment provides: "That the Secretary of War is hereby directed to deliver immediately to the Postmaster General, 100 De Haviland Fours, 100 Handley Page, 10 Glenn Martin daybombers; all planes completely assembled and with the necessary spare parts; also 100 extra Liberty engines with spare parts, 50 Hispano-Suiza engines with 300 horsepower engines, 20 Hispano-Suiza engines with 150 horsepower motors, the same to be out of any equipment that the War Department has on hand or under construction; the War Department appropriation to be credited with the equipment turned over to the Postoffice Department."

## GERMANS' PILOTS.

According to Lieut. George C. Whiting, of Boston, Mass., who has just returned from active flying service with the British, many German pilots and observers are both efficient and possess a good amount of nerve and finesse.

"We men, who have flown along the British front," continued Lieut. Whiting, "know that there are two classes of Hun air fighters; one, the mediocre men, who, it has evidently been decided, are not worth giving special or advanced training, and the better class of men who are highly specialized operators and fighters." This latter class is organized in groups, well known at the front as Circus Squadrons, which are ordered up and down the lines where they are needed and often concentrated with a hope of breaking the aerial morale of the Allied forces. The only real unfortunate part of this system, however, is the fact that some of the new squadrons fresh from the training fields are first assigned to a quiet sector where none of these German super-airmen are flying. After a few successful scraps these new air fighters get the idea that all German fliers are dubs, and as the Americans say, "Easy meat," but later on in other sectors, or when, by chance, some German circus squadrons are ordered into their neighborhood, they find, at their own expense, that Germany has two classes of air fighters."

## TALE SPINS

### Speaking of Saluting, How About This?

It was about 8 o'clock and darkness was settling over the Post, when a Lieutenant and companion walked down "Broadway." A figure emerged from the darkness and passed the two officers.

"Here!" yelled the 1st Lieutenant, don't you salute an officer when you see him?"

"Not having a lantern on you, I couldn't see that you were an officer," replied the buck.

"That makes no difference," said the Lieutenant, "you ought to tell by my walk that I was an officer."—*Plane News*, A. E. F.

### Ah Sho' is a Hard Boiled Niggah.

"Now all you niggahs wants to heed this heah," says the negro sergeant addressing his company, "cause if you all don't yo' sho' will be weepin' an' moanin'. Ah comes from a family dats so tough they manicures their hands wid sausage grinders an' one day when Ah was in de onion patch Ah spits on de onions and dey all died."—*Plane News*, A. E. F.

### THINGS WE WON'T HAVE TO WORRY ABOUT AFTER "DER TAG"

Service records
Details
Guard Duty
K-P.
M. P.'s.
Passes
Saluting officers
Reveille
General orders
Articles of war
Spuds and prunes
Inspection
Belmont
"Yes, sir."
A discharge
Leggins.

### THINGS WE WILL HAVE TO WORRY ABOUT AFTER WE'RE DISCHARGED.

Carryin' umbrella
Wearing supporters
The debts we owe
Earning "board and keep"
Getting business from our subordinates in army life
Doctor bills
White collars
An assortment of neckwear
Winding alarm clocks to awaken us in the morning
Being our own orderly.

—*Camp Pike Carry On.*

### RICH FIELD SEES WOMAN FLYER PERFORM

During the celebration at Rich Field called Open House Day, one of the stunts "pulled off" is reported as follows:

The free ride offered to the woman who drew the lucky number proved to be a good-natured hoax, which in point of excitement furnished more thrills than would have been recorded had one of Waco's fairest been allowed to take wings, as was announced. To all intents Mrs. W. W. Cameron had won the drawing, whereupon she was escorted to the flight office by Lieutenant Sharp, there to sign the alleged necessary papers. Within the flight offices, however, Lieut. Eddie Glenn, well known society lion of Waco, was waiting, dressed in a perfect duplicate of Mrs. Cameron's costume.

In due time the ambitious "Mrs. Cameron" was escorted from the flight office to the waiting ship where instructions were to be given on her behavior while in the air. In examining the ship, "Mrs. Cameron" climbed up into the fuselage, and "accidentally" opened the throttle, causing the plane to be set in motion. It performed a wide arc with one wing drapping, and the tail see-sawing over the field. As speed was gathered, the trepidatious air "woman" was carried off the ground in her ship in a wild and reckless scramble. Then came "control" and this clever comedy proved a bright spot in the day, for the skillful flying of Lieut. Glenn, together with the success of the joke, more than made up for the possible disappointment in not seeing a Waco woman take her first ride.


**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

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## HERE AND THERE

Mrs. B.—"Yes, it's one of those laws that are never enforced."—*Boston Transcript.*

*A Harder Thing.*—Grey—"How are you getting along in the stock market?"

Green—"Well, I'll tell you. I traded a lot of money for experience, and now I'm trying to reverse the process."—*Jersey City Journal.*

*Unconsciously Ludicrous*

The cases are quite numerous,
As well as quite mysterious,
When men appeared most humorous
When trying to be serious.
—*Washington Star.*

*Might Be Lonely.*—"Look here, now, Harold," said father to his little son, who was naughty, "if you don't say your prayers you won't go to heaven."

"I don't want to go to heaven," sobbed the boy, "I want to go with you and mother."—*Pearson's.*

*New Pet Words.*—He—"See that man over there? He's a bombastic ass, a windjammer, nonentity, a conceited humbug, a parasite, and an encumbrance to the earth."

She—"Would you mind writing all that down for me?"

He—"Why in the world—"

She—"He's my husband, and I should like to use it on him some time."—*Tit-Bits.*

*When Bills Don't Count.*—Having made his payments for Liberty bonds, war chest, rent, coal, gas, and groceries, the poor man was broke. But he needed winter clothes, so he compromised by digging through a closet and unearthing a heavy vest that belonged to a winter suit he had worn some years ago. He brushed the vest off and felt in the pockets.

Eureka! O discovery!

In the inside pocket of the vest was a roll of bills amounting to $123.

And not one of them was receipted.—*Cincinnati Enquirer.*

*Try This Plan.*—"Miss Willing," began the young man as he wiped the perspiration from his brow, "are you fond of stories?"

"If they are new, Mr. Woodby," replied the fair maid. "I simply dote on them."

"But the one I was going to tell you, Miss Willing, is not new," said the young man. "It is, I might say, Miss Willing—"

"Oh, never mind, George," she interrupted. "Even if it is a chestnut, I'm sure I never heard of it. Go on, please!"—*Pittsburg Chronicle-Telegraph.*

*Live Question.*—"Billson says he is living on two meals a day."

"Where does he get them?"—*Life.*

*Hint to Wilhelm.*—One of the joys of not being an Emperor is the inconspicuity of ordinary failure.—*Richmond Times-Dispatch.*

*Blame Located.*—She: "I wonder why men lie so?"

He: "Because their wives are so inquisitive."—*Boston Transcript.*

*Pale Word.*—Salesman: "I suppose you require a grand piano, madam?"

Mrs. Mewnishuns: "Grand! I want a magnificent one."—*London Opinion.*

*Her Plan.*—"My husband is going to give me a lot of things for Christmas."

"How do you know?"

"I've bought most of them already."—*Judge.*

*Some of us were born lucky—and some of us were lucky to have been born.*

*You can generally tell how much self-control a man has when he sits down to cold soup and tough meat.*

*If you want to get a German's goat, one, two, five, ten, or fifty years from now, just start whistling "Die Wacht am Rhein."*

### "OH, LOOK!" COMING TO THE SHUBERT-MURAT

**The Original Company, Headed by the Dolly Sisters and Harry Fox.**

"Oh, Look!" Elliott, Comstock and Gest's newest and most successful musical comedy, with the wonderful Dolly Sisters and the inimitable Harry Fox, as well as the entire original cast and beauty chorus, is coming to the Shubert-Murat Theatre for a week beginning next Monday evening, January 13.

It is an ill wind which blows no one good, and the enforced closing of the Chicago theatres recently, gives Indianapolis playgoers an opportunity to see an attraction which they would otherwise have missed. As is well known, the Dolly Sisters and Harry Fox are exclusive New York stars, and they are very seldom seen outside of the metropolis. Their present contract provides for their appearance in "Oh, Look!" only in New York, Chicago, Boston and Philadelphia. Their Broadway engagement ended last June, and they opened in Chicago in July, where they were to remain till February. But the closing of the theatres in Chicago left six weeks open, one of which was allotted to Indianapolis, and playgoers of that city will thus have an opportunity to see "Oh, Look!" with its original stars, cast and beauty chorus.

James Montgomery is the author of "Oh, Look!" the lyrics are by Joseph McCarthy, while Harry Carroll has composed the most fascinating musical score in a long while. Those who have heard "I'm Always Chasing Rainbows," "You're Absolutely Wonderful," "Typical Topical Tunes," and other gems from "Oh, Look!" will testify to the quality of its score.

Wherever "Oh, Look!" has been seen it has been hailed as the most joyous musical comedy in years, and those who are fortunate enough to see it at the Shubert-Murat the coming week will enjoy the same sort of theatrical fare that is offered in the best Broadway playhouses—from the bright stars to the tiniest maid in the Chorus.

### "PARLOR, BEDROOM AND BATH."

One of the conspicuous dramatic successes of last season has been secured for the Shubert-Murat Theatre in the form of A. H. Woods' hilarious farce, "Parlor, Bedroom and Bath," which comes here on Monday, January 20th, for six nights and two matinees.

"Parlor, Bedroom and Bath," which has had a sensational engagement in New York, Chicago and Boston, where it is said to have scored more laughs than any other comedy ever seen in these cities.

The play is the work of C. W. Bell and Mark Swan, dealing with the adventures of an unsophisticated young benedict who is compelled to play the role of a Don Juan in order to satisfy the romantic cravings of his sentimental wife. His reluctant ventures in the domain of amorous experience brings upon his head a series of unexpected trouble—most of them women—but provide the audience with a play that is claimed to be even funnier with less suggestion than "Fair and Warmer" and "Twin Beds."

### "FAIR AND WARMER."

The joy of living will be given a decided impulse and a fresh lease of life at the Murat Theatre for four nights commencing Monday, February 3rd, when Selwyn and Company present Avery Hopwood's famous farce, "Fair and Warmer," with what is said to be an excellent cast and appropriate stage setting. It is acknowledged that a good laugh aids digestion, so "Fair and Warmer" may with a clear conscience be recommended to give indigestion a knockout. No one claims to have counted the laughs in it, no one thinks of trying to count and laugh at the same time, but one continuous laugh seems to be the generally expressed way of describing the "Cocktail Farce."

In the cast of well known players to be seen here are Sager Midgley, Marie Colebrooke, Harrison Roberts, Lillian Herne, Lowden Adams, Bessie Brown, John Morris and Ralph Simone.

DOLLY SISTERS AND BETH FRANKLIN IN "OH LOOK" AT MURAT THEATRE.

### MME. VIOLET REESON HEADS THE BILL AT B. F. KEITH'S NEXT WEEK IN A DRAMA OF FRANCE.

"Maid of France" was the big success of the Greenwich Village Theater, New York, last season. The playlet is an inspiring Christmas eve incident in the Vosges sector of France, during the great war. "Maid of France" is, of course, Jean D'Arc.

Since entering the vaudeville field Miss Beeson has produced several worth while sketches and one act playlets. "The High Cost of Living," by William C. DeMille, and "It Doesn't Happen," by Channing Pollock, being the best known, but her present vehicle, "Maid of France," is probably the most pretentious of all. Miss Beeson's reading of the lines of the immortal Maid of Orleans are rich and resonant and constitute one of the finest bits of acting in her career.

Among the minstrel men whose names will live for many years, the late "Honey Boy" Evans ranks with the greatest. He was one of the most progressive and at the time of his death a few years ago was at the head of his own company. Following his demise the company disbanded, but seven of the boys decided to perpetuate the name of Honey Boy Evans. This sextette consisted of the star performers of the minstrel aggregation.

The Seven Original Honey Boys, as they call themselves, are as firmly established in vaudeville as they were in the minstrel realm. All of the pep and ginger of the old minstrel show have been retained, boiled down and condensed into a snappy up-to-the-minute offering, showing the time-honored semi-circle, the Interlocutor, end men, singers, dancers and comedians.

### JOSEF ROSENBLATT AT MURAT.

Ona B. Talbot Fine Arts Association announces the extraordinary engagement of Josef Rosenblatt, great Russian Tenor and Jewish Cantor, Sunday afternoon, January 12th.

**Critical Opinion.**

New York Tribune—"One of the great tenors of the world."

New York Times—"Possessor of a phenomenal tenor voice."

New York Post—"A voice of Caruso-an opulence."

**Program.**

1. Aria, Pearl Fishers ----------Bizet
2. Ov Horachmim
   Omar rabbi Elosor-Josef Rosenblatt
3. Piano Solos:
   Prelude in E minor
   Rondo Capriccioso---Mendelssohn
   Mr. Ross
4. Elegie ---------- Massenet
   Eili Eili---Arranged by Rosenblatt
5. Piano Solos:
   The Lark ----------Balakirew
   Octave Etude ----------Chopin
   Mr. Ross
6. Lullaby ---------- Gretchaninoff
   Auf dem Pripichuk ------Folksong
   La Danza ----------Rossini
   Mr. Stuart Ross at the piano

### THE FAMOUS MEXICAN FEATHER WORK SHOWN IN PICTURES FOR THE FIRST TIME.

Lyman H. Howe's newest Travel Festival, which comes to English's January 13, 14, 15, Matinee Wednesday, is likely to introduce a new fad for women—feather work.

Feather work is possibly one of the oldest American arts, since it was in high favor among the Aztecs, whose civilization was the oldest in the Americas and which was, indeed, in advance of its European contemporaries. The Aztecs were, in fact, highly cultured in everything but music. They singularly lacked a sense of music, as records which have come down from the Spanish invaders indicate.

"Up in the Air with the Marines," a remarkable series of aviation pictures taken at the Marine field at Miami, Florida; a thrilling canoe trip through the South American jungles to Kaieteur Falls, five times as high as Niagara; an animated reproduction of the famous Red Cross poster "Greatest Mother in the World"; new and beautifully colored glimpses of southern France; a remarkable "freak" film showing astonishing scenic distortions; "Capturing Wild Animals Alive in the Rockies," and numerous other features widely diversified in nature, as well as Mr. Howe's latest animated caricatures and patriotic film novelties, are also included in the splendid program.

### LOU TELLEGEN IN "BLIND YOUTH."

English's, January 16, 17 and 18 and Saturday Matinee, Lou Tellegen will appear in his latest success, "Blind Youth." This is a dramatic comedy written by Willard Mack and Mr. Tellegen, which came to production at the Republic Theatre in New York early this season and later continued its run at the 39th Street Theatre.

The story of "Blind Youth" has to do with a young artist. His mother is an American who has left him in Paris, where his father, a Frenchman, dies. The mother marries again in New York. The boy being of an impressionable nature, falls in love with an adventuress, and she wrecks his life. He takes to drink to drown his sorrow and is brought to his senses by the story of a fellow artist. He goes to New York and there, through the love of an American girl, he finds regeneration. His half brother gets into the clutches of his former mistress and threatens to marry her. The artist, in order to disillusion him, makes an appointment with her and the brother informs his fiancee. The situation develops into a thrilling climax in the last act of the play. At the end it all concludes happily.

Mr. Tellegen is bringing with him an excellent company of players, including artists who have appeared with him during the New York engagement. The cast includes Jennie Eustace, Constance Molineaux, Maria Noralina, Nan de Voe, Mark Smith, Ralph Locke, Sidney Riggs and John Holland.

### ETHEL BARRYMORE AT ENGLISH'S.

It was a happy bit of news indeed for local playgoers when the announcement first came that arrangements had been definitely concluded calling for the appearance at English's Opera House, Monday, Tuesday, and Wednesday, January 20th, 21st and 22nd, of Ethel Barrymore, in R. C. Carton's delightful comedy, "The Off Chance." Happy, since her coming engagement marks the first visit of this most beloved of American actresses to this city in two or three years. Miss Marrymore spent the entire season last year in New York, where, at the Lyceum Theatre, she achieved little less than a series of triumphs in a repertoire including Edward Sheldon's appealing version of "Camille," called "The Lady of the Camellias"; A. A. Milne's brilliant comedy, "Belinda," and Mr. Carton's "The Off Chance." Despite the enormous success of the other two, it was the latter which made the happiest impression on Miss Barrymore's following. Both the star and comedy were acclaimed by the critics. Miss Barrymore was credited with having displayed some of the best work of her distinguished career, while Mr. Carton was said to have excelled even his earlier "Lord and Lady Algy," "Wheels Within Wheels," or the memorable "Liberty Hall." For these reasons "The Off Chance" was chosen by Miss Barrymore and the Charles Frohman Company for her tour this year. This tour will take Miss Barrymore only to the principal cities, in many of which she has not been seen for two or three years. At its conclusion, Miss Barrymore returns to the Empire Theatre to resume her repertoire, the latter to include, interestingly enough, a new play by Sir Arthur Wing Pinero, a new play by Edward Sheldon called "The Bridge of Sighs," and a possible revival of "The School for Scandal."


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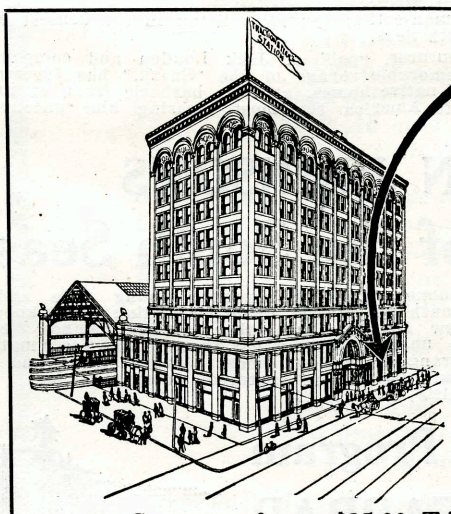

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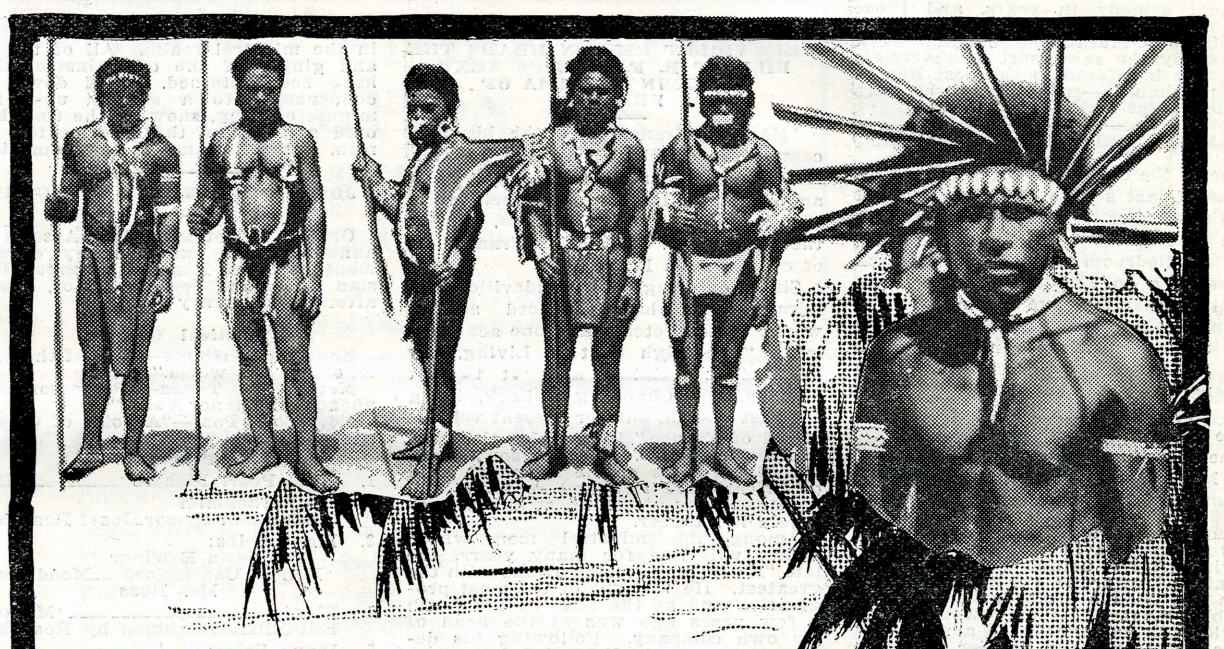

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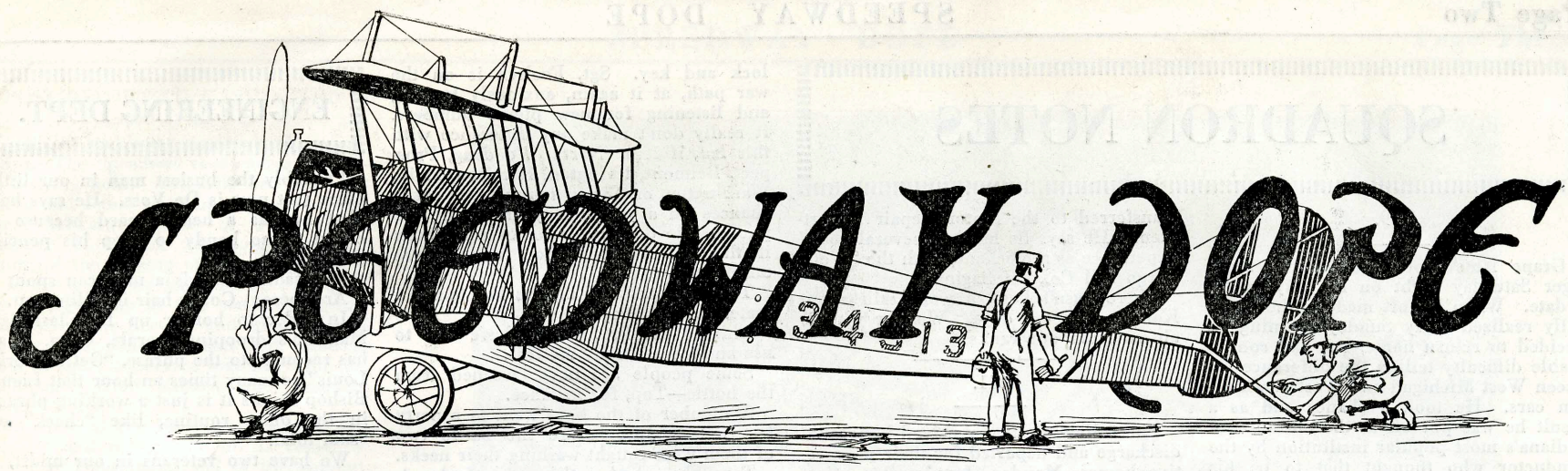


Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

Volume I | Speedway, Indianapolis, Ind., Saturday, Jan. 18, 1919 | Number 17

## POST REPORT TO WASHINGTON

The commanding officer has furnished to Washington a report giving in detail the various activities of the Post. The information received will be used in the publicity campaign to acquaint the public with the growth and strength of the Air Service. The report contains a great many items of local interest, a few of which are now referred to.

The total investment at this station of the buildings and structures amounts to $650,000.00; machinery and equipment has been installed at a cost of $84,803.25. With lease hold rights and other improvements made, the cost will readily approximate $800,000.00.

The stock on hand at the end of the year amounted to $65,000.00, of which $25,000.00 was stock in the shops and the remainder was in the Aero Supply. The stock includes lumber, materials and spare parts.

Also at the end of the year it was found that there were on hand 54 airplanes, valued at $209,500.00; 201 motors valued at $367,600.00; 62 wings valued at $187,200.00; 105 ailerons valued at $6,300.00; making a total of $770,600. The total value of the Post with respect to buildings, property and equipment on hand runs well over $1,500,000.00.

There has been repaired at this station 313 airplanes representing a total value of $1,195,550.00. There has also been repaired 350 airplane motors representing a value approximately $638,699.00, and from time to time, wings, ailerons, elevators, stabilizers, rudders, miscellaneous struts and fittings have been made representing a value of $300,000.00. The total value of planes, engines, and parts repaired at this Post exceeds $2,130,000.00.

Included in the planes that have been repaired are the Curtiss planes, of the following types, JN4D, JN4H, with Hispano-Suiza Motor, Curtiss planes with gun equipment and planes with photographic equipment. In addition a number of DeHaviland planes were repaired. Earlier in the year a number of Standard planes were re-built and put into commission.

There has been regularly stationed at this Depot four squadrons, with Quartermaster and Medical Detachments. One squadron was organized at this station and a total of 262 enlisted men were inducted at this Post. Fifty-four men were enlisted in Indianapolis and assigned to this command. The greatest number of officers stationed here at one time was 41, of which number 7 were undergoing instruction in the engineering shops. In addition to the enlisted men 32 civilians have been employed for work in the shops and for clerical duty and two civilian flying instructors were assigned to this station for testing and giving flying instrucion.

Of the enlisted men at this station, 8 have been commissioned direct, 32 have been recommended and will probably reseive reserve commissions direct. Nineteen enlisted men have been sent to Officers Training Schools. It has not been learned that any of these officers failed to qualify for commissions at training schools. Among the enlisted personnel there are 267 men who have attended a thirteen weeks' course and been graduated from Mechanical Training Schools.

In addition to the equipment on the Post this station uses two hangars, located at the Speedway and has a detail

(Continued on page 3, col. 1)

## *HUH-UH! NOT ME!*

*(By William Herschell.)*

*Co'se Ah ain't sayin' Ah won't do*
*Des whut ma country want me to,*
*But dey's one job dat Ah fo'see*
*Ain't gwine t' 'tach itse'f to me—*
*Huh-uh! Not me!*

*Dat's dis heah ahplane stuff—No, Boss,*
*Ah'll bah some othah kin' ob Cross,*
*Lak drive a mule er tote a gun,*
*But Ah ain't flirtin' wif de sun—*
*Huh-uh! Not me!*

*Ef Ah mus' do a loop-de-loop*
*Let mine be 'roun' some chicken coop.*
*It ain't gwine be up whah de crows*
*Kin say Ah's trompin' on their toes—*
*Huh-uh! Not me!*

*It sho' look sweet, Ah don't deny,*
*To go a-oozin' throo de sky,*
*But dat's fo' folks dat's in de mood*
*To pass up love an' gin an' food—*
*Huh-uh! Not me!*

*Down heah Ah fus' saw light ob day,*
*Down heah am whah Ah's gwine t' stay.*
*Folks, Ah don't keer to hab ma feet*
*Git too blamed proud to walk de street—*
*Huh-uh! Not me!*

*So Ah'll des wait till Gabr'el brings*
*Dem good, ole-fashion' angel wings.*
*Den as Ah pass de ahplanes by,*
*In pity Ah'll look down an' sigh—*
*Huh-uh! Not me!*

## OUTLINES NEW POLICY

Major Patrick Frissell addressed all the men of the Post Saturday at the Y. M. C. A. building upon the several different subjects which are uppermost in the minds of the enlisted men—future of the air service, discharges, chances of advanced gradings and policy of the new commanding officer.

In his introductory remarks he stated that he had not called the men together to try to induce them to stay in the service or to get them to reenlist, but simply told the men as anly an old army man knows how to do, just what he had found here and what he was going to do.

He said that there had been too much talk about getting discharges and that if the men in the Aviation Repair Depots believed that they should be granted either immediate discharge or numerous concessions, what ought the men with General Pershing in France expect.

There are more non-commissioned gradings in the Air Service than in any other branch of the army. There are a number of vacancies in each squadron which the Major intends to have filled as rapidly as the men can qualify for them. He outlined a plan for the shops in which every man will get a chance to get an all around experience as an aviation mechanic. This plan, which was used by the Major while Engineering officer at Ellington and Eberts Field, is to have three men work together taking a motor and make all the repairs, through all the operations to the testing block, having one of the three an expert and instructor. When these three men have worked together long enough for a second one of them to become an instructor he is put in charge and the other man is advanced to some other work where the same plan is carried out. The vacancy in the trio is filled by an inexperienced man. Under this plan it is probable that productions would not be as great at first as under the present plan, but the demand is not so great now as before, therefore it is likely that this plan will soon be instituted. Nevertheless, it is the intention to maintain the high state of efficiency which this Post has maintained heretofore. This Repair Depot has been held up to other stations as a model and it should be the desire of every member of this command to keep it at this honored place.

In closing the Major said that every man who wanted out of the service would get his discharge as soon as the authority came along to release him. It was not his desire to influence any man to stay in the service against the man's own judgment, but men who stay have an opportunity seldom offered men in the army service. It is said that it is the intention of the government to make the Air Service the largest branch of the army and the men on this Post have a better opportunity for advancement in that line than offered at any other station.

It is now thought that first-class sergeants and M. S. E.s will be allowed commutation of quarters, which would make a very good income for that rating.

Remarks and comments on the Commanding Officer's talk by the men all were to the effect that the Major had decided upon a policy that was pleasing to them and he will undoubtedly receive the hearty co-operation of the personnel of this Post.

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V.1 No17

# SQUADRON NOTES

## 809.

Grape Nuts Mott discovered a blind tiger Saturday night on his way to fill a date. When his oft made wishes were fully realized early Sunday morning he decided to return home, but had considerable difficulty telling the difference between West Michigan and West Washington cars. He took a chance and as a result he was put off at the entrance of Indiana's most popular institution by the conductor who thought that to be his destination.

Golvash wanted to bet we would be mustered out by February 1st, so the elevator boy took him up.

Erkelens says noodles are alright, but it's a lot of bother getting them in a position where you can appreciate them.

Tom Walker is at a big disadvantage since joining the army because he had to part with his chief adviser, a Mexican parrot, which he claims has a human mind.

Swanson and Persons, evidently craving wild women (in place of one another's affections) were noticed at the Masonic, although their late passes read attending Murat Theatre.

Crooks, on his return from Detroit, tells of meeting a fair damsel who desired much information concerning Sgt. Fred Fox. She says she met Fred on the train and was very much impressed and entertained by his tales of his flying career.

## 810.

The squadron is in mourning this week over the loss of our beloved hero, "Shorty" Smith, who received his honorable discharge last Monday. He staid with us until the whole state of Indiana had to execute his famous command, "Aw, dry up." Joy go with you, Shorty, we can't.

Staats still has trouble with his harem. He was out with two of his women recently when they spied some members of the Cyclone Division. They stopped suddenly and said: "Call us over a couple of those fellows, we would like to talk to them."

We would all apply for re-enlistment blanks if we held the rank of "Brigadier General" Ducci, lately returned from oversea.

"Gawpawl" says he likes married women better than single ones—until their husbands come home.

Many of the Indianapolis girls know one fellow in this squadron by the name of "Cabby." Wonder who it is?

We miss our "Sleeping Beauty," Baehr. Miller has no one to change shifts with and is actually complaining about long hours.

The famous old 810 guards have a great time celebrating. One night Hartshorne goes out and the remainder stay in. Then Hartshorne stays in—and just ask the others what happened.

We notice "Bob" Wall made a special visit to the Engineer Office recently. We wonder if he was offering suggestions, or were suggestions being offered?

The reporter asked Hoffer to offer an item for the *DOPE*. "Do you know anything on Lawley or Music?" "Yes," replied Red, "but I wouldn't dare publish it."

Rookie Frye says: "Just give me 14 cents and a discharge." This getting the boys home is a big proposition.

Our Sergeant-Major is away at present on a ten-day furlough. He was known to have an "Application for Enlistment Blank" on his person when he left, so by this writing he and his bride are enjoying a honeymoon in sunny Tennessee. The men of the squadron express their heartiest congratulations, but some of experience, wonder if your authority will not be disputed at times. Remember, Mac, she has no "good conduct" pass.

Private Boyd, it is rumored, has taken steps to purchase his uniform from the Government, as he says you can't get one like his every day.

Baldy Bowen, the contortionist, says he is going back to the Maine woods when he gets his discharge. Go to it, boy; we all like to go where we feel at home.

Frazzelle, the woman's ideal man, has recently turned his spare time to a little vocal practice.

We hear that Corp. Hickey has been transferred to the Motor Repair Department. He says he has had several years' experience as a mechanic with the "Wells Fargo and Co.," of Saginaw.

There hasn't been a word said about Kokomo for ten days. Wonder who is absent from our ranks?

## 811.

The following men received honorable discharge and departed for their prospective homes, Monday, January 13: Corporal Rufus L. Miller, Corporal John De Boer, Cook James P. McGee, Private Alfred J. Carpenter, Private Alfred Schaefer, Private Florentine P. Herman and Private Labon R. Johnson.

Donald C. Miller received a ten day furlough to visit his parents at Neuncy Valley, N. Y.

Sergeant Walter Gray has a new opinion on the value of life. He was a little disappointed after a flight of two hours with Lieutenant Ballard the other day. Probably if he had done a couple of tail spins you would have thought it was a much different sensation than you received when on that five day furlough granted all the boys New Year's.

Lieutenant Ralph M. Snyder promised two of the boys that he would take them for a ride some afternoon. Captain Robison, while making an inspection of the kitchen, came upon Private Sowell when he was feeling a bit nervous over his prospective flight. Sowell inquired of the Captain if he had a good nerve tonic. Captain Robison replied that he did not think Sowell needed anything for his nerve.

George Tolan has received another promotion for the good of the service. George has been on the sick list for about a week and we hope this new position will not make him sick again.

Great disappointment for Jazz McClure. No more spiral leggins to be worn on or off the Post.

It looks as if all of us who are not married are holding squatter rights on some land away off in the West or previous to enlistment followed some line of agricultural work. Don't you think there will be an over supply of farmers after everything is settled and the boys are all mustered out of service?

Anybody who wishes to buy spiral leggins can have same for fifteen cents a pair any day between the hours of 12 and 1 o'clock. We offer a better suggestion. If it is worth the trouble, just look in the waste paper boxes in each end of the barracks or tell the room orderly to save you a pair instead of burning them with the rest of the trash.

Slim Carter says he either wants his discharge soon or a transfer to Camp Bevo. What, you never heard of Camp Bevo: Near Beer.

Lerevers, caught asleep on the job the other day, gave these reasons: They are making promotions again and I am trying for Sergeant 1st Class.

## 821.

Hartman and Vandivier are now looking for some good anti-digestion tonic in order that they may be able to reduce their army" appetites before being discharged, so that they will be able to eat within their civilian pay.

Speaking of the high cost of living, "Kelly" Frankrone has discovered the high cost of collecting bills.

Tommy Shawee has been promoted again.

When "Dopey Danny" Glass was a little boy his mother owned a canary clock. "Dopey," who was an abnormal child, of a curious turn of mind, decided one day to search out hidden things among the internal mechanism of said clock. What he was looking for and what he found will be very interestingly told by him to anyone who cares to inquire.

"Easily" Derleth has done it again. How did he do it? Oh, easily!

Johnny Blanck wants to know who held "Dopey Dan" up the day they staged the wrestling match.

The three shanty Irishmen: Mike Mannon, Francis Ryan, and Tommy Shawer.

The three agitators: Kruger, Gilmore, and Crump.

Men, beware. Hide that little book with those phone numbers, put it under lock and key. Sgt. Foelsch is on the war path, at it again, anxiously looking and listening for new phone numbers. It really don't make any difference with this lad, if it a North, Woodrug, Prospect, Belmont, Irvington, Harrison, Main, Washington or Circle number, he takes chances on a young lady answering the phone. He does get a lot of calls, even if the callers don't know who they're talking to.

The Colossus of Rhoades has found a mate. Steady, boy.

This is the first year I have had to use anti-freeze in my matress.

Some people are never weaned from the bottle—Top, for instance.

A number of the boys went to a party last week. Just before the battle two of them were caught washing their necks.

Tom Shaw had a three day furlough and a four day leave of absence. Sing 'em, Tommy.

Since Sergeant Burns has been discharged we suppose Beauchamp will be the original squadron "Fink."

Sgt. Hall has become a flier. After waiting all afternoon he finally got courage enough to take a ride. At the great height of about 600 feet all of his courage seemed to disappear and a safe landing was made much to the relief of Hall.

Aviator Ryan says that he knows something about week end passes. We hope his fleet of electric trucks will be in good shape on his return.

We have a very nervous trio with us this week. Thompson, Ashley and Stedman seem to have something on their mind. Well, it is hard to please some men.

Get on "those brooms," Francis. Wonder if Francis will find staying in the post more enjoyable since Wheeler is out?

What is the army getting to? Feolch was seen on a cleap-up the other morning.

We wonder why some fellows have their furloughs to include Saturday and Sunday. Maybe the stay-in list has something to do with it. Ask E. Harlan or Fishbein.

John Blank has the reputation of being a well built man. However, he was reported on the sick list to some of his girl friends the other day.

Mannon must have a brother at home who wears the same size shirt he does.

Pendry seems to think he is some dagger thrower, but Hacker will not agree with him.

We understand that Dopy Glass has stepped into the light as a wrestler.

Top is under the impression that Lt. Snee has some interests in a flashlight battery company.

## HEADQUARTERS

Tailors have been busy lately changing the chevrons of several men at headquarters. Donald L. Miller and Elmer E. Brown were advanced to the grade of sergeants and Harold Caldwell and Claude C. Castetter were given ratings as corporals.

Rufus L. Miller has decided that thirteen is a lucky number after all for him. He was born on November 13, enlisted in the army on December 13, served thirteen months and was discharged on January 13th.

S. J. Pulaski, who was discharged last week, filled a promise and wrote to the editor of the Speedway *DOPE*, just to let us know how it felt to be your own boss again. He says he's still coming to attention when he meets an officer, but thinks he'll soon get over it as he has a job now as assistant superintendent with a large life insurance company. He says he's his own boss again, but we have our doubts—he's married.

## QUARTERMASTER

Privates Fisher and Freedman have returned from their ten-day furlough. They aided both Philadelphia and Newark to bring in the New Year.

In answer to one of the Ground Aviators: NO, the Q. M. Detachment is not the originator of the hotel on wheels called the "Hotel De Interurbus." Of course we use it occasionally and are just ordinary patrons. I suppose the "Warehouse Rat" will be creeping around there before long—that's one place he missed.

"Dady" Renew was caught looking up the dictionary to find words to make a claim for his discharge. He may get married and fool us.

Jim Fallon says that he is willing to wager any amount of money that Sgt. Hy Price can eat more in less time than any man on the Post.

# ENGINEERING DEPT.

Probably the busiest man in our little office just now is De Voss. He says he's glad he has a heavy beard because it comes in so handy to keep his pencils sharpened.

The saddest words a man can spout
Are these: Goar's hair is falling out.

In order to bolster up 1st Class Sgt. Markum's drooping morale, Corp. Goar has recourse to the phrase, "Get to work, Louis" so many times an hour that Lieut. Bishop thinks it is just a working phrase in the office routine, like "check" or "sum total."

We have two veterans in our midst,
Markum by name and Goar;
And daily with their rubber-bands
They fight their battles o'er.

"Nig" Henry's picture was found in a strange and out-of-the-way corner the other day—on the mantel in a minister's house. Roscoe Shaw, of the Y. M. C. A., was out hunting and discovered it there.

Think twice:

How long is a rope?

How high is a perfect cone?

How much can our blacksmith upset a piece of iron?

Who is going after oil this morning? (Oh, those oil stoves!)

Red—"Lieutenant, we are out of oil gauges."

Lieut.—"There are plenty of air gauges in the stock room. Get them, they are the same, only scaled a little different."

The car company charges 1c more now—and it takes 15 minutes longer to get to town. Good thing we don't pay by the hour.

The way Red Hoffer is hanging around Crowder makes a person think he is trying to get the flu so he can also get a vacation.

Crowder's recent sickness was probably caused by A. W. O. L. (Army without liquor.)

We have just discovered why Old Pal walks around with such a dreamy, faraway look in his eyes. The Old Boy is in love.

## STOCKROOM

Stewart—"How many rights have you left?"

Sechrist—"We have no rights left but the lefts are alright."

Our new office has proven a success. Any one not suffering from a weak heart might become an expert observer by persistent visits to our den.

We have christened our new location "One Flight Up." No wireless has been installed as yet, but in case one is installed we expect no difficulties from air currents prevalent in high altitudes.

Consideration is being given to the suggestion that we install powerful telescopes. We are admirably situated to take astronomical observations, especially of star gold bricks. Shooting stars have already been noticed beating it when the Lieutenant is out of an eclipse.

Fischlein's efforts to rig up a desk are really pitiful. We wonder that he has not written an "acquisition" for the Major's desk at headquarters, but at this writing he has only succeeded in assembling some junk that looks like a cross between a folding bed and a rowboat.

## STOCK ROOM E

Jass McClure is home on a furlough for a few days, visiting his folks, "boarding boss" and sweet cookie. We are somewhat alarmed over Jass, as a rumor is started about him, i. e., some of the stock room boys think he lost his mind. Why? He mailed a card from Pittsburgh which read as follows: "Dear Old Sarg.: Having a good time, but I'll be glad to get back on my resting chair again." If such is the case, we do hope he comes "clean" from Pittsburg.

Have you noticed Corp. Schwegman's left lamp? He claims it got too bright and the sidewalk flew up and tried to dim it a little. I'd say that the sidewalk (or some other fellow) did a pretty good job. We have repeatedly warned him to stay away from those "Indiana Avenue tar-bucket blondes," but he doesn't seem to listen.

Ever since McFadden took part in the Speedway "Follies" it's hard to hold a sensible conversation with him. He boasts that he is some dancer. Of course we know you are a good dancer in the stock room, Mack, but not on a ballroom floor.

### POST REPORT TO WASHINGTON

(Continued from page 1)

of officers and men rigging and testing ships. The Speedway race course is used as a flying field. Authority had been secured and actual work begun to erect two steel hangars capable of housing 16 planes. This work was stopped on account of the signing of the armistice.

The Air Service has announced a policy of retaining at this station approximately 15 Air Service and Medical and uartermaster Officers, and 450 enlisted men of the Air Service together with detachmentts from Medical and Quartermaster Corps.

In view of the importance of the Air Service and recognition of its value by the War Department and of the amount invested at this station with its splendid record of officiency, it is reasonable to expect that this station will be maintained and its re-organization put upon a permanent peace time basis

## EXPERIENCE OF BALLOONIST

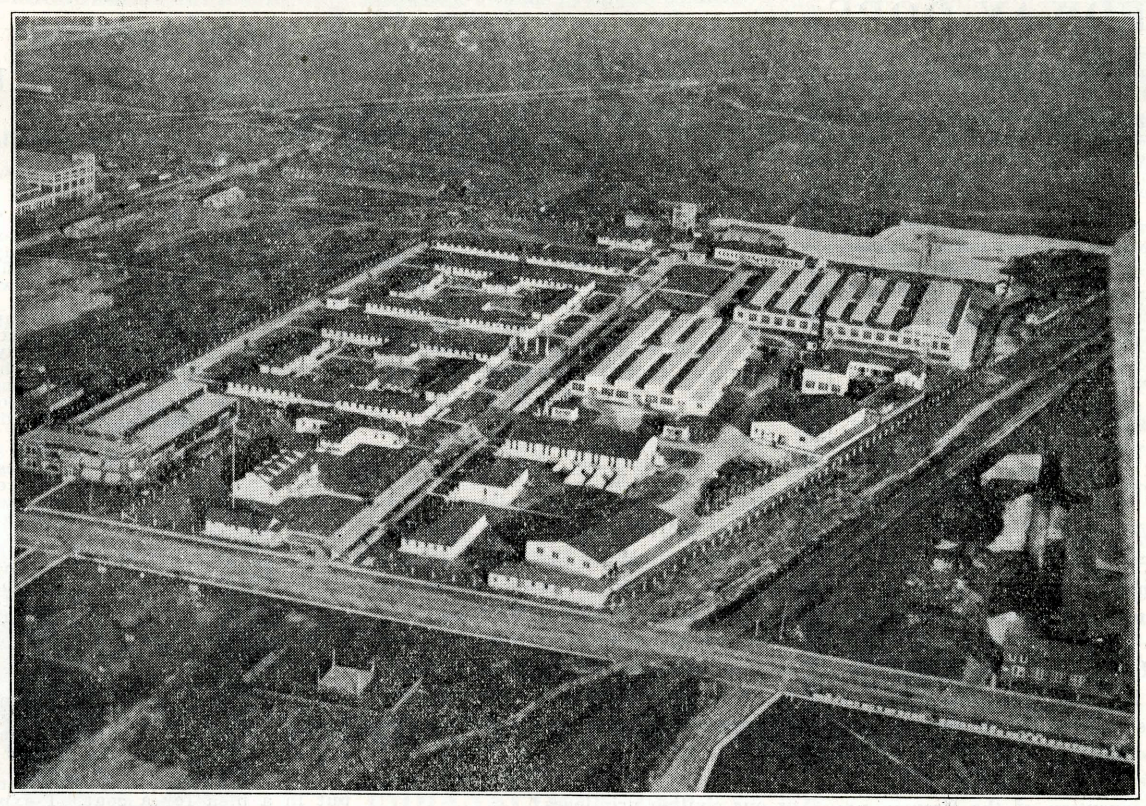
First Lieutenant W. J. B. Taylor, Observer, Balloon Corps, First Army, residence, Rochester, New York, has reported to the Division of Military Aeronautics headquarters from overseas for discharge. Taylor wears the distinguished service cross awarded him in action on September 26th and October 10th for declining to discontinue making observations for the Division Commander when his balloon was attacked by enemy airplanes and refusing to abandon his records, although he could have safely jumped in his parachute.

Lieut. Taylor is one of five room-mates, at Harvard in 1917, who enlisted, three of whom have been decorated and two killed in action. The other four were: Captain Douglas Campbell, Aviator; Lt. L. A. Morgan, 328th Field Artillery; Lt. K. P. Culbert, Aerial Observer, Marine Corps, East Orange, awarded croix de guerre after death; Lt. A. K. Dunn, 76th Division, Charleston, Illinois, killed in action.

From the records it appears Taylor had several unusual experiences in parachute jumping under fire. One time he landed in a tree; another time on an army mule. This last adventure took place about the first of October near Montfaucon when the infantry were assaulting Romagne. Taylor had been up about two hours watching the Boche infantry digging in and fortifying machine gun nests in front of the U. S. infantry attack. Suddenly in the midst of this observation his balloon was attacked by a single seater combat plane. The Hun pilot was so near him that he could easily distinguish the man's features. But on account of the close range and the very hot fire, Taylor did not hesitate to jump immediately. The German pilot missed the balloon in his first onslaught and turned to follow it down, as the crew below hauled it to earth. Despite the machine gun fire of the balloon company against him, the Hun came as low as 200 feet. His engine was finally so badly hit that he lost control and fell. The motor was cracked up but the plane was undamaged and as the Hun landed he vigorously cursed the Americans, one and all, whereupon a buck private punched him in the face. In the meantime Taylor's parachute had carried him well beyond this exciting scene into a peaceful pasture and a herd of army mules, on one of which he landed and was rescued from the bucking, kicking animal by some artillerymen who came by just in time. Taylor said he was more concerned over his seat on the army mule than he was about his safety in making the parachute jump.

## AERIAL MOTOR BUILT INTO PROPELLER

Of interest because of its radical departure from standard practice is a four-cylinder, two-stroke rotary aeroplane engine, of recent development in England, that is arranged to form an integral part of a four-blade propeller. Those who have followed closely the trend in other fields will recognize the self-contained unit as an aeronautic application of similar ideas already utilized in motorcycle, automobile, and tractor designing of late. While in most of its particulars the present invention demands no detailed explanation, it might be mentioned that the propeller blades are constructed of metal and utilized as exhaust-expansion chambers. Owing to centrifugal force, this plan insures excellent scavenging of the spent gases, it is asserted. The merits of the invention are yet to be demonstrated, but regardless of this the features are interesting.—*Popular Mechanics.*



BIRDSEYE VIEW OF THE AVIATION REPAIR DEPOT, SPEEDWAY, INDIANAPOLIS, IND.

## EXIT MADAME FAIRFAX ENTER MOTORFACTS

### Knowledge is Gained by Asking Questions.

(By Red.)

Questions arise almost every day pertaining to various types of planes and motors, etc., as to their construction, their special features, materials used, or sometimes the origination of some certain ship or part thereof.

These questions are usually asked by some one who is desirous of increasing his knowledge along the lines he has been working for the past year. When he returns to civilian life he will be asked many questions pertaining to the airship of today and he wants to be able to give an intelligent answer.

When one of these questions arise it has been customary to ask whoever might be working closest to them. The questioned party gives an answer which quite often is wrong, but the party who asked the question does not know it is wrong and generally takes it for granted that it is right and does not investigate further. Also he is liable to repeat this answer to many other men in the shops, and thus a wrong answer will spread throughout the shops.

There is where Old Man Motorfacts and his boys come in. After this when a question comes up in regard to shop work of any kind, write it on a slip of paper, sign or initial it and put it in one of the suggestion boxes in the shop or leave it with your squadron reporter or with the editor. These questions will then be published and answers will follow in a later issue, as soon as it can be thrashed out in the various departments where the work is being done along the lines of the questions.

Don't be backward in asking questions as there may be others who think they have the right answer to the same question, but are wrong.

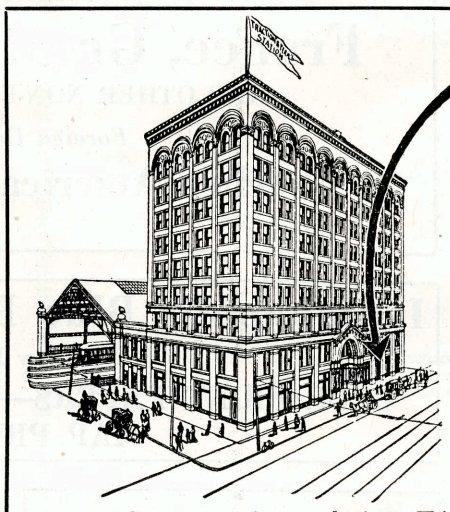
So here we go for a little questionnaire of our own. Every one give it a whirl.

Q.—Does altitude have any effect on your forward motion, with motor running same R. P. M. between 1,000 ft. and 2,000 ft.?—L. E.

Q.—I would like to have a wireless hook up, as used on an airplane, explained or diagramed.—D. B.

## ENGAGEMENT ANNOUNCED

The engagement of Sergt. Geo. J. Michaels, of the 821st Aero Squadron, and Miss Matilda Glick, of Indianapolis, has been announced. Sergt. Michaels is a former New York man, who expects to go into business in Indianpolis as soon as he is discharged.

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## IT PAYS TO ADVERTISE

The following two letters were received by the editor in response to the Want Ad in the issue of January 4, by two 810 boys. Such good results rather encourage us to start a matrimonial bureau.

Beechnut Grove.

Dear Editor:

I seen your ad in the paper for two girls for two men. Well, I'm not two, but I might do for one. I don't know what *serious intentions* mean, but whatever they are, I ain't got them, but I would love to have a steady. My sister wants a steady, too, so if you ain't found any other girl for the other man, it would be kind of nice to let him have her—don't you think so? Kind of family affair, you know.

Anxiously waiting,
PRISCILLA.
Indianapolis.

Dear Mr. Editor:

I saw in the Speedway *Dope* of Jan. 4 an appeal for two girls to take care of two lonesome boys. Well, I am perfectly willing to sacrifice myself to such a cause. I do hope you havent' found someone else in the meantime, because I'd hate to have a good intention go to waste. I am a blonde, blue eyes, Roman nose 'n everything. I have my own electric and limousine fitted up with everything—even a dog. These cars are always at the disposal of my friends. Trusting you will consider my offer, I am,

Sincerely yours,
JANE.

P. S. My heart is in France, so I'm perfectly safe.

## WEDDING BELLS

Saturday evening, January 11th, at 4 o'clock occurred the marriage of Sergeant Major Robert Warren McFarland, of 810th Aero Squadron, and Helen Almeda Thompson. This happy union was solemnized by General Secretary Roscoe S. Shaw, of the Speedway Y. M. C. A., at the home of the bride in Brownsburg, Indiana.

The parents of the contracting parties and a very few personal friends made up the company that witnessed the ceremony in the beautifully decorated Thompson residence. The abreviated double ring ceremony was used. A sumptuous wedding dinner followed.

Mrs. McFarland is the popular and accomplished daughter of Mr. and Mrs. Wm. E. Thompson. Mr. Thompson is a prominent real estate dealer. The parents of the groom, Mr. and Mrs. Thos. F. McFarland, came up from their winter home on Lookout Mountain, Tenn., for the occasion. Thus the bond is again strengthened between the North and the South.

Sergeant and Mrs. McFarland will reside in Chattanooga, Tenn., following his discharge from the service, where he will engage in the automobile business. The hearty good wishes of the entire Post follow "Mac" and his bride.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Speedway, Ind. Telephone Belmont 1700.

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--------Assistant Business Manager
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SGT. 1ST CL. WM. C. COOPER------
----------Reporter 810th Squadron
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----------Reporter 811th Squadron
SGT. H. P. PRICE----------
--------Reporter Q. M. Detachment
SGT. 1ST CL. NORTON A. FISCHBEIN
----------Reporter Aero Supply
SGT. DON CURLY-----Sporting Editor


Some men have been advocating that the surrendered German fleet be conducted to some mile deep hole in the ocean and sink them to avoid jealousies and heart burnings among the allies. No doubt this method would suit the Germans, inasmuch as they have to lose them themselves. But this plan, which was likely an invention of the German propagandist, running true to form, will fall flat at the peace convention. These German ships can be and will be divided among the Allies with very little trouble.

---

The American people need to guard themselves against relapsing into a state of indifference to the crimes and atrocities committed by the Germans, now that the fighting is over. Cautiously but deliberately he is coming forth, offering his wares at a price at which no American can produce them and live. It is said that cargoes of goods amounting to millions of dollars are now on their way here, having been stored at some neutral(?) port. If merely for their own protection the American workman should refuse to buy goods made in Germany.

---

The German war lords had planned their entrance into Paris with a pomp and show second only to the days of the Caesars. Division after division was to march through the boulevards of Paris, lined and guarded by thousands of picked men, and with the war lord at the head of this great procession. A grand entrance to Paris was made not long ago, but the soldiers who lined the streets and boulevards of Paris were French and Allied soldiers. The Hun had pictured the Parisians weeping in agony and fear, but the only tears were the tears of gladness. The day had come, but not as planned.

---

Soldiers quite generally seem to agree that universal military training is not necessary and is not wanted. The European countries are just ready to discard it and when they do there is no need for any other country to have it. When the nations need the services of their young men they will always find them ready to go. The following from the Saturday Evening Post will undoubtedly meet with the approval of all soldiers:

"If the Peace Conference issues in some incredible disaster, leaving us facing the decuded probability of another great war, we shall have conscription, or universal military training on the old European model, as an indefinitely continuing policy in the United States. Unless there is some great disaster to democratic hopes at Paris we shall not have conscription.

"There are some martial advocates of universal military training on the old European plan irrespective of the issue of the Peace Conference. They shall trot out the threadbare and shell-torn European arguments just when Europe is discarding them? They say conscription is a great instrument for democracy because it levels all classes and welds the nation's manhood into a common body—as though every schoolboy did not know what sort of classless democracy conscription made of Germany and Austria! They say it is a sure preventive of Bolshevism—as witness Russia, where universal military training so conspicuously prevented Bolshevism!

"Men with technical knowledge of military affairs are putting their talents to bad use in urging European conscription here. What they should do is to work out a plan by which youths of high school and college age can get good physical exercise on lines that will give them the rudiments of military training, but without making any such demands upon their time as European conscription made."

---

## THOSE PALS IN FRANCE

Our own interests, the folks at home and that job with the big pay loom up higher than anything else to us. It may seem that these are all justifiable reasons for wanting an immediate discharge.

We are apt to think of ourselves first at times, although there is not the slightest trace of selfishness in our makeups. Perhaps we become discontented because the government does not operate as swiftly as we think it should and give us our civilian privileges.

This is not the right spirit. A good soldier will feel the part as well as play the part of a good soldier by being ready to serve as long as his services are needed, even though he may feel that that time has passed. Unless the soldier intends to stay in the army, the day when he is to receive his discharge is looked forward to with expectation. But that should not be an excuse to slight his work. He should see that he plays the game square and does all the work allotted to him with all the skill and patience he may command, and he will feel better when he gets home and will be able to face the overseas boys with a feeling that he did his duty even though he did not get to fight the Hun face to face. It was by no choice of his that he had to stay in America when his greatest desire was to go to Europe.

Before complaining, think of the many boys who sleep in unmarked graves in France, many of them old pals. Think of those who have suffered terrible wounds of the conflict, have been gassed and disfigured for life. And also there are thousands of them who will have to spend the winter in France and undoubtedly a hard winter.

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## ALAN R. HAWLEY

### Tells of Roosevelt's Contributions to the Development of Aeronautics.

"The death of Colonel Roosevelt deprives the aeronautic movement of one of its strongest supporters," said Mr. Alan R. Hawley, the President of the Aero Club of America.

"The Colonel's support of aeronautics began in 1897, when he was Assistant Secretary of the Navy and by his energetic efforts in Congress secured the appropriations needed by Professor Langley to continue his experiments.

"It was during the Roosevelt Administration in 1907, that the United States Army ordered the first aeroplane and first dirigible. At that time no other country had aeroplanes, therefore this progressive step gave to the United States the distinction of being the first nation to give aeroplanes to its army.

"The Colonel's support to aeronautics the safety of flying by making flights himself. He made his first flight in St. Louis in 1911, when very few people dared to fly, because the idea of flying was so new. He flew a number of times later and was the first person of national importance to go up in an aeroplane equipped with a Liberty motor.

"In 1915, at a conference held on board Mr. Harry Payne Whitney's yacht 'The Whileaway,' he told the members of the board of governors present, who were Messrs. Henry A. Wise Wood, Robert J. Collier, Henry Woodhouse, and myself, that he believed that aircraft would be the most effective weapon in case of war, and urged haste in training two thousand aviators.

"At that time there were only ten aviators in the army and about eight in the navy, and the very idea of preparing to train 2,000 aviators was laughed at in Washington. We all know now that had that been done, and had the United States been in a position to send even only 1,000 aviators to France when we entered the war, the war would have been won months before and tens of thousands of lives and billions of dollars would have been saved."

Colonel Roosevelt was also an honorary member of the Aerial League of America.—*Aerial Age.*

## Autobiography of a "Warehouse Rat"

### PART TEN

(By "Gus")

I thought you liked my story, but I didn't get a call from anybody trying to find out why I failed last week. I hung around the telephone for two days and failed to get as many calls as the average Washington Officer. I am told he gets one letter and two telephone calls per month.

Well, several things have happened since I told you about it last time. The blooming inventory is nearly done, the property return ready for the final services and the wrapped leggings are all but universal. Mine were both for the same leg, but I got one made over and I step out right along now.

There has been a big run on chauffeurs' coats lately, and at times competition was as strong as when the Department store is selling corset covers at 26c per. One Liberty specialist made nine trips to the warehouse for a coat before he caught on that he was really being denied. Strange how some fellows get a notion that simply because a woman married them to stop them asking, that they can get coats issued for the same reason.

I always asked an applicant if his work kept him out in the cold. A few of the answers were, "Indeed, yes, I spend the greater part of my time outside." "Yes," says I, "and where?" "Waiting for the bugle outside 821's mess hall." He got the coat.

Another man carries water to an overworked maintenance sergeant and put in a plea for a coat. I explained the situation to the S. O., but he turned the poor fellow down. A really sad case, though, was found in which a headquarters sergeant had a girl over on the other side of town and each time he visited her was forced to walk nine blocks in the cold. The case was presented three times in a very able manner and then failed. I think we will have a new S. O. soon and hope he will have a heart.

I don't think Uncle Sam thinks much of the officers he had in this war, for he has started a school for the few he has left. If the peace conference don't hurry up they will be overtrained before anybody has a chance to start a new scrap.

Say, did you ever think of just what would happen if Joe Hays undertook to catch dogs in the camp now? Times surely have changed since the good old summer time. There would be more excitement than when a Squadron Commander attends a poker game uninvited or when the owners of furnished houses arrive in answer to an advertisement in the daily paper by the Post Adjutant.

I almost forgot something that nearly happened to me last week. I heard about a discharge. I got a paper with a perfectly good telegram printed at the top that promised everybody a chance to get out of the service. Then the blooming thing turned around and said all but four hundred and fifty. Now, if I can't get my name in the list of seventy-five per cent Sunday gadabouts how can I ever hope to get among that fifty or sixty aspirants for pink neckties and Paris garters?

That paper also asked a lot of questions that I have been answering for over two months and then wanted to know if I had any kick coming. I sure did. I thought of all those Q. M. prunes, liver and onions, and I started my old pencil working. I have only one real kick against the fellow who got up that paper. I can't see how he ever expected me to tell all my troubles in two inches of space when I have been busy writing them for over ten weeks for the Dope. I guess I must be getting homesick for the laundry wagon and the old one-lung Ford the boss used to own. I haven't any right to feel blue, though, for I got a good job counting screws and cotter pins, and sometimes one of the office ginks lets me tickle his typewriter (The Underwood).

I have just got to quit this writing tonight, for the S. O. said I had to sit up with the property return tomorrow night. She is about on her last pegs and I think she will cash in pretty quick now. I would swat her in a hurry if that would help on my discharge.

GUS.

---

## FORMER SPEEDWAY BOYS PROMOTED AT MONTGOMERY

Among over two hundred men promoted at the Aviation Repair Depot, Montgomery, Alabama, seventeen were formerly at this Post, having been transferred to that station, October 27th, 1918. The promotions were in all grades from sergeants 1st class to privates 1st class and are as follows:

Sergeant, 1st Class—Theodore M. Dion.

Sergeants—Clarence Hopper, Henry G. Ihning, Verne V. Purvis, Louis J. Kuczmarski, Benjamin B. Morton, Robert B. Knight, Thomas F. Spaulding, Arlie C. Tenny, David B. McCracken, J. O. Lyle, George W. McLain.

Corporals: Russell L. Ahlbrand, Broadus C. Lee.

Privates, 1st Class—Christopher C. Lamm, Chas. G. Highstreet, Lucien Thornton.


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## Y. M. C. A. NOTES

Schedule, Jan. 20-27.

*Monday*—6:30, "Ironsides Bible Class," Mr. Roberts; 7:45, "A Night in Egypt," specialty music and dancing, Broderick and Ellis.

*Tuesday*—7:30, Short talk, "Benefits of Law and Government," Mr. Shaw; 7:45, Movie: "Constance Talmadge in "Up the Road with Sallie."

*Wednesday*—7:30, Hoosier Ladies' Orchestra and Concert Company, E. Bert Allen, Director. A company of twenty musicians.

*Thursday*—7:15, Pep talk by Rev. H. J. Graham; 7:45, Movie: Enid Bennett in "Biggest Show on Earth."

*Friday*—Informal play and stunt night.

*Saturday*—"Write a Letter Home Night."

*Sunday*—9:30, Catholic Mass, Father Byrne; 10:30, Bible Service; 7:30, Vespers.

The program arranged for this week is one of the strongest we have ever presented. Be sure to get your share.

## TRANSCONTINENTAL PLANES GET TO WASHINGTON CITY

An airplane flight from coast to coast has just been made by four army training planes. It is the first transcontinental airplane flight, and the four planes which left San Diego on December 4th, arrived at Bolling Field, at 3:30 p. m., January 6th. The total flying time was fifty hours and the total distance covered was approximately 3610 miles air line, though deviations may have brought it up to 4000 miles. The flight was not an attempt to set or break records but was made in easy stages.

The squadron was in charge of Major Albert D. Smith, Junior Military Aviator. The other pilots weer Lieuts. H. D. McLean, Robert S. Worthington, and Albert Pyle. Major James H. McKee was the attending Flight Surgeon, Sergeants Lewis and Balton were the mechanics and Lieut. James Evans was official photographer.

Primarily the trip was a sort of transcontinental reconnaissance, the fliers studying the air lanes and routes between the cities visited. Their especial mission was to pick out and map landing fields for future cross country flights.

Major Smith stated that over one Southern city they had to fly an hour before finding a suitable field in which to land. This will not happen again as they charted the field and marked it. In certain Texas cities, the enthusiastic inhabitants offered to make them fields when they heard the planes were coming and in two placs did so, clearing, rolling and finishing a field for these four planes before they arrived.

On the Eastern route, coming directly from San Diego, only 20 stops were made crossing the Continent, to Jacksonville, where they arrived on December 22nd, but in flying down Florida and back, and up to Washington, six more stops were made. Leaving San Diego, California, the fliers passed through the following towns and cities in their flight to Washington: Calimex, Calif.; Phoenix, Ariz.; Tucson, Ariz.; Deming, N. M.; El Paso, Tex.; Marfa, Tex.; Shumla, Tex.; Del Rio, Tex.; San Antonio, Tex.; Houston, Tex.; Baton Rouge, La.; New Orleans, La.; Mobile, Ala.; Montgomery, Ala.; Eufaula, Ala.; Americus, Ga.; Jacksonville, Fla.; Daytona, Fla.; Kissimme, Fla.; and then Dorr Field at Arcadia. Flying back over their route to Daytona, they then made Savannah, Ga.; Tillman, Ga.; Raleigh, S. C.; Petersburg, Va., to Anacostia or Washington, D. C.

Three of the original ships which flew from California to Washington left on Tuesday, January 7th, for Mineola, L. I. The fourth ship was practically O. K., but as the engine needed over-hauling, it was deemed advisable to take another plane for the New York trip. It was expected that a stop would have to be made between Washington and Mineola on account of the ship picked up in Washington which was not equipped with the special gas tank providing for fuel for five hours' flight.

It is probable that after the engines are overhauled, that the four planes with their original engines will be flown back to California by a more northern route.


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## SPORTS

By DON CURLEY.

It is predicted that the coming year will be the biggest base ball season that has yet been seen, because everybody is is base ball hungry.

Georges Carpentier, the French heavyweight champion of Europe, and Bombardier Wells, the English heavyweight champion, will tour the United States to take part in a series of boxing contests as soon as they can get conditioned to do so. Carpentier has been decorated several times for bravery in the air, as he has been a pilot in the French Air Service since the war started. Wells is a sergeant in the English heavy artillery.

### Learn to Box or Wrestle

Any man on this Post who wishes to learn something of the art of self-defense can do so by making arrangements with Don Curley at 821. Don will give lessons free of charge, either at the Y. M. C. A. in Indianapolis or at his private gymnasium in the When building on Pennsylvania street. Men desiring to learn wrestling free of charge can do so by making arrangements with Hugh Webb, wrestling instructor at the Indianapolis Y. M. C. A. Webb has announced that he is willing to teach any man in uniform free of charge.

### "Y" Wrestlers to Meet I. U. in February.

Hugh Webb, the champion lightweight wrestler of the middle west, and who is the wrestling instructor of the Indianapolis Y. M. C. A., will take seven of his best wrestlers to Bloomington to meet the Indiana University squad. Webb has some very good material among his bunch and should be able to bring back the laurels from I. U.

John Velonis is one of the bright stars in Webb's squad of grapplers. Velonis is rated as a coming champion, and if he puts his mind to the sport and studies the game he will no doubt make his mark.

### Hoosier Champion to Resume Training Soon.

Jack Dillon, the Hoosier light heavyweight champion boxer, will resume training soon for a strenuous ring season. Jack is convalescing from a serious attack of the Spanish Influenza, and as soon as his physician will permit him to he will start light training.

### Curley's Bout Jan. 13 Postponed

Due to a couple of fractured ribs, Don Curley's fight in Pittsburgh, scheduled for January 13, has been postponed until January 20th or 27th. While training in the Y. M. C. A. gymnasium down town last week, Don had an accident that resulted in two fractured ribs, consequently he was forced to cancel two bouts in order to give his side a chance to heal up.

### Boxing Results Last Week

PHILADELPHIA, Pa., January 13.—Benny Leonard, the lightweight champion, defeated Harlem Eddie Kelly in a fast six round bout. Leonard, four rounds, Kelly one round, and one round even.

PHILADELPHIA, Pa., January 13.—Max Williamson, of Philly, beat Jimmy Pappas, of Atlanta, Ga., in six rounds. Williamson won easily.

SYRACUSE, N. Y., January 13.—Ralph Brady, of Syracuse, won a popular decision over Eddie Wallace, of New York, in a good ten round bout. From the fifth round on Brady had Wallace at his mercy.

PROVIDENCE, R. I., January 13.—Phil Bloom, of Brooklyn, decisively outpointed Joe Welling, of Chicago, in a good twelve round bout. Bloom appeared to be in the best condition.

TOLEDO, Ohio, January 13.—Chuck Wiggins, the Hoosier Whirlwind, of Indianapolis, made Ted Block, of Cleveland, say uncle in one of the fastest ten round bouts ever seen in Toledo. Wiggins used Block for a punching bag and sure mussed him up.

## TALE SPINS

GOOD GROUNDS FOR DISCHARGE

One of the boys in the Aero assembly hands in the following as form of letter to be used in making out an application for discharge:

"I, John Blank, do hereby certify that I am the father of fourteen children, the husband of five wives and sole owner of a 1918 Ford. I also am owner of a house and lot valued at three hundred ($300.00) dollars, which is mortgaged to the extent of seven hundred dollars. It is upon these grounds that I desire a discharge from the United States army.

(Signed) JOHN BLANK.

Sworn to before me this 15th day of January, 1919.

A. R. DUNN, Notary Public.

My commission expires Jan. 16, 1919."

---

It has been said that gambling is just as immoral when you win as when you lose, but the inconvenience is not. However, some of the boys in 821 have found it inconvenient—win or lose.

---

Heard at the English recently:

"Do you know that George Washington never told a lie?"

"No, I don't; I only heard it."

"Well he never did."

"Just the same they always lock up the banks on his birthday."

---

"They tell me you are a pretty smart man."

"Yes?"

"Well, I would like to have you answer a few questions for me."

"All right, shoot; I'm surrounded with knowledge."

"Please explain to me why a red cow will eat green grass and give white milk that makes yellow butter."

"Sir, for the same reason that green blackberries are red."

---

The boys in the 810th Squadron seem to have a funny habit of snoring. Monday night they snored so loudly that it awakened most of the men in the nearby barracks. The funny part is that it sounds like the rattling of tin pans.

---

Clifford A. Mott, of the 809th Squadron, has a funny habit of making love and proposing to most every girl he meets. He met one the other day that could keep right up with him. He had asked her if she thought she could learn to love him.

"Well, I don't know," replied the sweet young thing, thoughtfully.

"I have $5,000 in Liberty Bonds, $10,000 in good paying stock—"

"Go on, I'm learning."

"And $50,000 in well paying real estate."

"All right, dear; I've learned. Believe me, you're some teacher!"

---

I wonder if this was one of the boys from the Cyclone Division? A guest ordering his dinner at a fashionable hotel:

"Noodle soup, veal cutlet with tomato sauce and a cream puff."

The waiter: "Bowl of submarines, camouflage the calf and a custard grenade."


**The Indianapolis Engraving and Electrotyping Co.**

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Highest Quality
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Home Cooking

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**To the Soldier Boys Stationed at the Aviation Repair Depot**

*This is an invitation to you when you are visiting the Down Town District. Make our office your headquarters. We are located on the CIRCLE (in the Shadow of the Monument). Leave your parcels; use our phones; write your letters.*

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J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome

**OPAL SHAMPOO**

If your hair is coarse, dry or stringy you should use *Opal Shampoo.* It thoroughly recleanses the scalp, prevents dandruff and adds a beautiful luster to the hair. At all drug stores and post exchanges.

KIEFER-STEWART COMPANY.

**MACHINE TOOLS, WOODWORKING MACHINERY AND ACCESSORIES**

"THE EAGLESFIELD MOULDER"

"Completely Motor Driven."

**Vonnegut Machinery Company**

43 South Meridian Street


## HERE AND THERE

CLOSE CALL

Examining Officer—You were born in Omaha?

Cadet Sergeant—Yes, sir.

Officer—And raised here?

Sergeant—No, sir, they tried it once but the rope broke.

---

PASSED THE CENSOR

"Then we're engaged?"

"Of course."

"And am I the first girl you ever loved?"

"No, dear, but I'm harder to suit now than I used to be."—*Kansas City Journal.*

---

DETERMINED

The lawyer was sitting at his desk absorbed in the preparation of a brief. So intent was he on his work that he did not hear the door as it was pushed gently open, nor see the curly head that was thrust into his office. A little sob attracted his notice, and, turning, he saw a face that was streaked with tears and told plainly that feelings had been hurt.

"Well, my little man, did you want to see me?"

"Are you a lawyer?"

"Yes. What do you want?"

"I want"—and there was a resolute ring in his voice—"I want a divorce from my papa and mamma."—*New York Globe.*

---

WHEN YOU MOTOR IN BOSTON

The motorist was a stranger in Boston's streets. It was evening. A man approached.

"Sir," said he, "your beacon has ceased its functions."

"What?" gasped the astonished driver.

"Your illuminator, I say, is shrouded in unmitigated oblivion."

"I don't quite——"

"The effulgence of your irradiator has evanesced."

"My dear fellow, I——"

"The transversal ether oscillations in your incandenser have been discontinued."

Just then a little newsboy came over and said:

"Say, mister, yer lamp's out!"

---

SPARED FEELINGS

"Can you tell me, Johnny," asked the fair young teacher, "where shingles were first used?"

"Yes'm," answered modest Johnny, "but I'd rather not, ma'am."

---

ANCIENT HISTORY

Teacher—What happened to Babylon?

Students—It fell.

Teacher—And what happened to Nineveh?

Students—Destroyed.

Teacher—And to Tyre?

Clever Student—Punctured.

---

*To-day I bought an alarm clock,*
*It has a very loud ring.*
*I think I will call it "The Star-Spangled Banner,"*
*For every time I hear it I have to get up.*

---

"BOISTING" LITERARY GENIUS

"Don't strike me, you Hun brute," shrieked the captured canteen worker. "You know I am no match for you!"—*The Perils of Cana Sardine.*


**Ryan's**

23 S. Illinois St.

UNIFORMS, LEGGINGS
And Other Military Goods

*Also Hats and Men's Furnishings*

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

*Where the Crowds Go....*
**LYRIC**
CONTINUOUS
VAUDEVILLE
A Whale of a Show For
10c——20c——30c

**ALHAMBRA**
WHERE ALL
INDIANAPOLIS
GOES TO PHOTO PLAYS

**ISIS ALWAYS 10c**
GOOD PICTURES
GOOD MUSIC
*Across from Terminal Station*

**MAJESTIC**
CLEAN CUT CLASSY BURLESQUE
Week of Jan. 20th
Jolly Girls
Burlesquers

**B. F. Keith's**

6th Feature—
**SONGS**
The Way You Like Them, by
**DOLLY CONNOLLY**
AN IRRESISTIBLE COMBINATION

7th Feature—
JOSEPH HART PRESENTS
**HARRY BERESFORD**
AND COMPANY IN
**"A LIVE WIRE"**
FULL OF PEP BUT NOT SHOCKING

4th Feature—
SABINA
**LA PEARL**
AERIALIST

5th Feature—
EDITH EDDIE **ADAIR** THE BOOT SHOP
CLASSY COMEDIETTA

8th Feature—
PERSONALITY PLUS
**GRACE DEMAR**
THE ETERNAL FEMININE

1st Feature—
**UNIVERSAL NEWS WEEKLY**

2nd Feature—
HITTING THE BULL'S-EYE OF PUBLIC APPROVAL
**THE RANDALLS**
17 MINUTES IN ARIZONA

3rd Feature—
DEEP STUFF
**SIDNEY AND TOWNLEY**
A SUBWAY FLIRTATION.

9th Feature—
CAPTAIN
**GRUBER**
MLLE.
**ADELINA**
ORIENTAL SPECTACLE
Introducing an
ELEPHANT, HORSE, PONY, DOG and SEVERAL ARTISTS
A New Entertainment.

EVERY DAY AT 2:15 AND 8:15
**Admission 10c to $1.00**
Seats One Week in Advance

**B. F. KEITH'S.**

Dolly Connolly, recently with Jack Norworth in his road production of "Odds and Ends," makes her appearance at B. F. Keith's next week in a series of songs specially written for her by Percy Wenrich. Harry Beresford returns after several seasons, offering a new comedy by Stephen Champlin, termed "A Live Wire." In it Harry Beresford is again called upon to give his well-known character of the spry old man. Captain Gruber, assisted by Mlle. Adelina, presents an oriental spectacle, using an elephant, a horse, pony and dog. The act is said to be more than an animal act. It is a production different from anything shown in vaudeville. "The Boot Shop," which is offered by Edythe and Eddia Adair, is said to open up a new line of comedy possibilities by showing a travesty on various business interests. The playlet is another from the pen of Stephen Champlin. "The Eternal Feminine," presented by Grace DeMar, is a series of monologues especially written for her by Herbert Moore. They include an incident of a telephone booth, a flirtation on a train and a third on a street car. Each is given in a humorous vein and will be readily recognized by all. Sabin LaPearl, programmed as an aerialist, also offers several surprises, such songs and dances to comedy features. The Randalls are sharpshooters, well established for remarkable work, and present their exhibition under the title of "Seventeen Minutes in Arizona." Sidney and Townley will be seen in a comedy of the city entitled "A Subway Flirtation." The bill opens with the News Weekly.

**"PARLOR, BEDROOM AND BATH."**

One of the conspicuous dramatic successes of last season has been secured for the Shubert-Murat Theatre in the form of A. H. Woods' hilarious farce, "Parlor, Bedroom and Bath," which comes here on Monday, January 20th, for six nights and two matinees.

"Parlor, Bedroom and Bath," which has had a sensational engagement in New York, Chicago and Boston, where it is said to have scored more laughs than any other comedy ever seen in these cities.

The play is the work of C. W. Bell and Mark Swan, dealing with the adventures of an unsophisticated young benedict who is compelled to play the role of a Don Juan in order to satisfy the romantic cravings of his sentimental wife. His reluctant ventures in the domain of amorous experience brings upon his head a series of unexpected troubles—most of them women—but provide the audience with a play that is claimed to be even funnier with less suggestion than "Fair and Warmer" and "Twin Beds."

**"SHE WALKED IN HER SLEEP."**

"People do all sorts of queer things when they walk in their sleep," idiomatically explains the physician in "She Walked in her Sleep," the Mark Swan farce which George Broadhurst will present at the Murat Theatre next week. And upon this premise the author has worked out some rattling moments of hilarious entertainment. For four months playgoers in the metropolis have been enjoying the exploits of the fair somnambulist, and now Indianapolis is to have its opportunity of passing judgment on the play.

It would be hard indeed to thread a more tangled set of complications in a stage plot than Mr. Swan has done in this three-act conceit. To start with, the sleepwalker—a very charming young woman as impersonated by Alberta Burton—does her promenading on the narrow ledge of the wall of an apartment hotel, sixteen stories above the street. She climbs into rooms at will, taking the portable belongings of the occupants, strewing knitting and other hand paraphernalia about, ignoring the startled exclamations of those with whom she comes in contact and generally leaving a mysterious trail and a buzz of awed speculations and whispered comments. She walks away on one of her nocturnal expeditions with a priceless vial of explosives and precipitates all manner of complications.

A SCENE FROM "PARLOR, BEDROOM AND BATH," MURAT THEATRE.

**ETHEL BARRYMORE AT ENGLISH'S.**

It was a happy bit of news indeed for local playgoers when the announcement first came that arrangements had been definitely concluded calling for the appearance at English's Opera House, Monday, Tuesday, and Wednesday, January 20th, 21st and 22nd, of Ethel Barrymore, in R. C. Carton's delightful comedy, "The Off Chance." Happy, since her coming engagement marks the first visit of this most beloved of American actresses to this city in two or three years. Miss Barrymore spent the entire season last year in New York, where, at the Lyceum Theatre, she achieved little less than a series of triumphs in a repertoire including Edward Sheldon's appealing version of "Camille," called "The Lady of the Camellias"; A. A. Milne's brilliant comedy, "Belinda," and Mr. Carton's "The Off Chance." Despite the enormous success of the other two, it was the latter which made the happiest impression on Miss Barrymore's following. Both the star and comedy were acclaimed by the critics. Miss Barrymore was credited with having displayed some of the best work of her distinguished career, while Mr. Carton was said to have excelled even his earlier "Lord and Lady Algy," "Wheels Within Wheels," or the memorable "Liberty Hall." For these reasons "The Off Chance" was chosen by Miss Barrymore and the Charles Frohman Company for her tour this year. This tour will take Miss Barrymore only to the principal cities, in many of which she has not been seen for two or three years.

**OTIS SKINNER IN "THE HONOR OF THE FAMILY"**

Otis Skinner, America's foremost actor, will be the attraction at English's for three days starting Monday, January 27, appearing in "The Honor of the Family."

Charles Frohman presented Mr. Skinner in "The Honor of the Family" originally in New York City in February, 1908, and the metropolitan press hailed it as one of the greatest comedy successes of the decade. The following autumn Mr. Skinner appeared in the play in the chief cities of the country, and the New York verdict was enthusiastically confirmed by the press and public of the nation.

"The Honor of the Family" is an adaptation by Paul M. Potter of a comedy by Emile Fabre, the distinguished French dramatist, founded on Balzac's story, "Un Menage de Garcon." Its scenes are laid in France in the Napoleonic period, and its hero is Colonel Philippe Bridau, a former officer of the great Emperor. Bridau is a fire-eater, and something of a blusterer, but he has plenty of wit and courage—quite enough to cope with and overcome even the clever, unscrupulous adventuress who is trying to rob him and his family of their rightful inheritance. It is a marvelously drawn character and one that is precisely suited to Mr. Skinner's personality. His performance of it is one of the historic classics of the American stage, and the dramatic critics of the country have agreed unanimously that it is his very best acting role.

# ALL THIS WEEK BEGINNING JANUARY 19th

# SPEEDWAY DOPE

Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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## "HONOR THE UNIFORM"

The War Department publishes the following general order:

*Order of the Secretary of War.*—The following order of the Secretary of War is published to the Army for the information and guidance of all concerned:

"Through hearty co-operation and discipline of the officers and men of the Army, the country has acquired a new respect for the uniform. You men have maintained your high standards, not only by soldierly conduct in the camps and bravery in the trenches, but in your regard for civilian ideals when on leave or furlough, and in this you have established a record new to all armies. I confidently expect you to maintain your standards throughout the trying days of demobilization, when the tendency to throw off army discipline and restraints will be strong. I am counting on you by your own acts and by your influence to keep up the record of which you and I and our whole country are so proud.

"NEWTON D. BAKER,
"Secretary of War."

By order of the Secretary of War:
PEYTON C. MARCH,
General, Chief of Staff.

## PHONES FROM AIR TO GEN. KENLY'S DESK

A conversation was held Thursday morning, January 16, between Maj. Gen. W. L. Kenly, Director of Military Aeronautics, seated before the ordinary desk telephone in his office, and Lieut. Lucas, of the Air Service, piloting a radio-equipped airplane. This communication involved the use of the telephone lines of the Chesapeake and Potomac system in combination with airplane radio. The connection between the line and wireless systems was made at the local radio station at Bolling Field, where apparatus was connected in such manner that speech originating in either system would be automatically transmitted over the other.

Gen. Kenly, Col. F. R. Kenney and Col. C. C. Culver were among the Air Service Officers present in the office of the Director, and each talked with Lieut. Lucas, who was piloting an airplane from Bolling Field. Gen. Kenly's office 'phone was used and connected through in the ordinary manner with the branch running to the radio hut at Bolling Field. At this point the conversation was automatically transferred to the radio system, by means of which it reached Lieut. Lucas, the connection between the two systems being effected by means of apparatus and circuits designed and installed by members of the radio branch of the Air Service, under the supervision of Col. Culver.

The airplane radio telephone has been in use for something over a year and air fleets are being commanded by the voice of their commanders at several flying fields over the country. During the last summer, communications have been made at some of the fields in which conversation from the pilot in the air has been automatically transferred to land lines on the field with success, and conversation starting over land lines has been automatically transferred to radio, and by this means reaching the pilot in the air. The conversation yesterday morning, however, was the first official demonstration of a two-way conversation direct between a person using a line telephone and an aviator in flight.

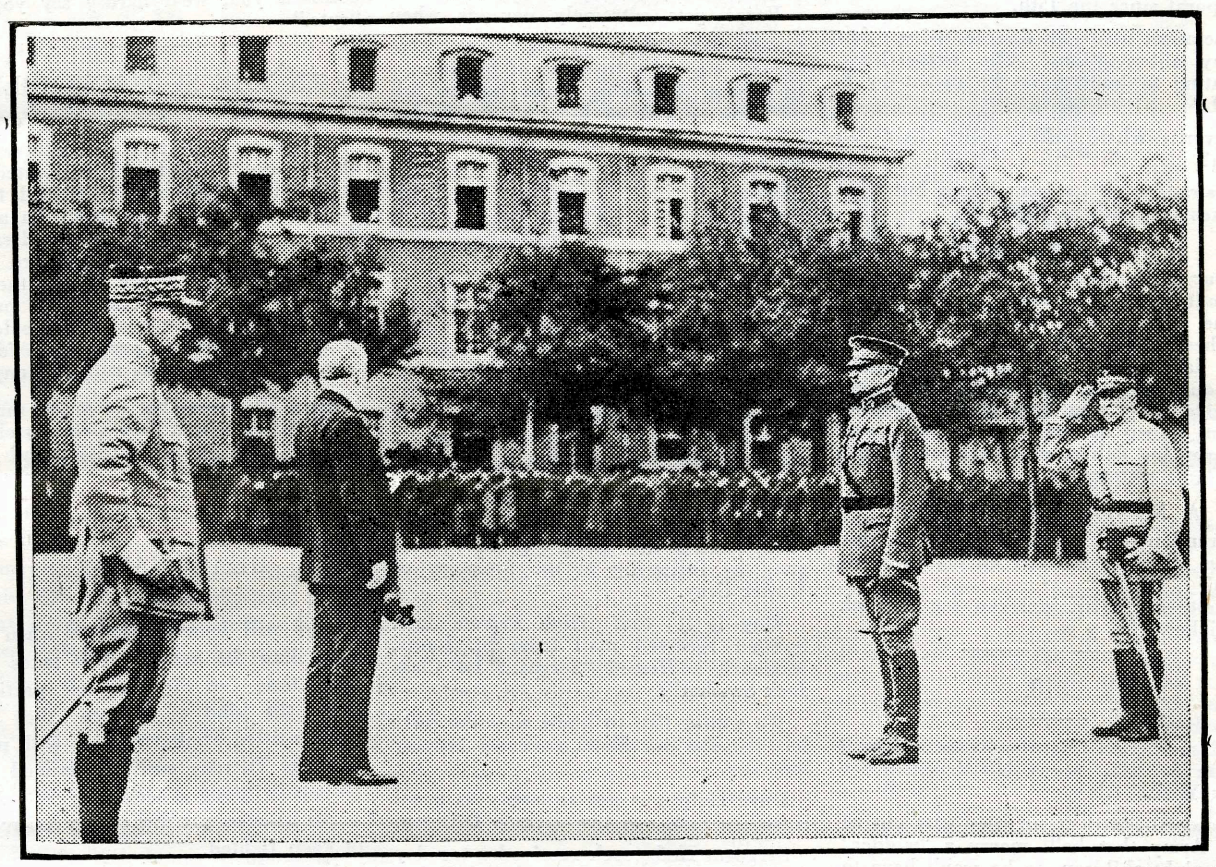
It will be recalled that a wonderful achievement in long range radio telephony was realized in 1915 by radio telephone engineers of the American Telegraph and Telephone Company and Naval engineers at the Arlington radio station. It will also be recalled that by means of the successful coupling of the radio and wire telephone systems, Secretary Daniels talked from his office with a warship at sea, using the two systems in automatic combination. This recent demonstration at the D. M. A. applied this principle to aircraft.

The great degree of efficiency that has been reached in the development of transcontinntal wire telephony makes it possible for a telephonic conversation to be carried on between New York and San Francisco with the same ease as between two points in the same city. By substituting a transcontinental line for Gen. Kenly's branch line, the element of distance is practically eliminated and conversation made possible between an airplane in flight and any point reached by an efficient telephone circuit, and it becomes a mere matter of detail and team work to have an airplane in the air over Washington in conversation with a man in his office in San Francisco, or with an airplane in flight over San Francisco, using the transcontinental telephone line to eliminate the three thousand miles of distance.

## A SOLDIER, EVERY INCH OF HIM

**Gen. Pershing, pride of the American soldiers, is here shown receiving the Grand Cross of the Legion of Honor, the most prized of decorations that France can bestow. President Poincare, with bared head, is making the presentation address. The ceremony took place in front of the American general headquarters.**

(Copyright, 1919, by the Committee on Public Information.)



## FORD FOR AIR A CERTAINTY

### "Martin Blue Bird" Type of Plane That Will Sell For $2,000.

The *Air Power* describes the "Martin Blue Bird," the "Ford of the Air," in the December issue as follows:

"A most important development in the production of a low price, most useful aeroplane which is the equivalent of a Ford car. This machine has been produced by the noted aeronautical engineer, Captain James V. Martin, who is establishing offices at 209 Madison Avenue, New York City.

"Captain Martin really produced this little aeroplane to supply the military need for a light fighter capable of climbing to 25,000 feet within half an hour, with two guns, to fight raiding Germans, having a speed of over 100 miles per hour.

"To obtain these results he evolved new and ingenious methods of construction and trussing which greatly decreased the weight and head resistance. He also evolved a retractable chassis, which folds up like a bird folds his legs when in flight. By this one device there is eliminated 11/100 of the total head resistance of the aeroplane, so that the speed is thereby increased by eleven miles an hour. The K bar trussing reduces the head resistance through the elimination of struts and wires and permits the increase of the gap and gives a higher factor of safety.

"The result is a very attractive little aeroplane equipped with 40-horsepower motor, capable of carrying two passengers at a speed of from seventy to eighty miles an hour.

"A most remarkable feature is that this aeroplane will make about 22 miles on a gallon of gasoline!

"Having a span of only 18 feet, and weighing only 350 pounds complete with the motor, and having a landing speed of only 37 miles per hour, this plane can land on and start from almost any country road.

"It is expected that it will sell at about $2,000. This low price and the fact that the upkeep is so low, it is destined to be used in the air as Fords are used on land. The roomy fuselage permits using it to carry mail and express, and the fact that it can land on country roads permits thinking of using it for rural free delivery, delivery of newspapers and merchandise. The cost of operation promises to be as low as it is in Fords."

*One good thing about Colonel House: He doesn't make speeches and apparently doesn't know how to use a typewriter.*

40.9
742d
no.18

# SQUADRON NOTES

## 809.

As Violin Sgt. Joffee, commonly known as "Rabbi," expects an early discharge, he is offering his gaberdine for sale. He will consider rubber, brass and copper in trade.

Some people have a wonderful way of discerning things. No matter whether blind or how dark the nights may be, Jimmie Long can tell when he has a letter from his girl by carefully smelling each envelope in the mail pack. Wonder where she gets that distinct brand of perfume or sachet.

B. V. D. Keenan, who went through the battle of Kellyfield with most of us, is now chasing jits on the Fort Ben. interurban line and looks like a couple of million in a charming blue serge, white collar, etc.

Birdsall—When do I get my discharge?

Crooks—You should have yours tomorrow morning.

Lt. Parker—Motsinger, are you a non-commissioned officer?

Motsinger—H——, yes. I have been a corporal since the 15th.

Lemieux wrote his fiancee, using a few army abbreviations. She wrote back, wanting to know what he meant by S. O. L.

Evans—What makes your hair so thin?

Ostrander—I wouldn't know, but what makes your feet so flat?

### OUR BOSS

Our Boss, who art in Washington, Woodrow be thy name, our pay days came with a very small sum, and our clothes won't hold together. Give us this day our slum and beans and forgive us our longings for discharges as we forgive those who keep us from getting them. Keep us not at Camp Speedway forever, but deliver us back to our homes in God's country.

### A MYSTERY UNEARTHED

Brandon—Do you know why Jimmie Long writes to his girl on cigarette papers?

Stattner—So his girl can see through his jokes.

## 810.

Alas! "Quiet reigns supreme in Squad Room A. Hartshorne has departed for New York.

Holcombe says if he ever gets out of this Army that he'll marry a "widder" with eight children, so he won't have to enlist fo rthe next year.

Walsh's idea of pleasant army life: three squares a day, eighteen hours of sleep, no reveille, and no "Shop men outside."

Attention, Readers: Ducci and Holcombe worked for nearly two hours on Tuesday afternoon when two wires were broken loose from a post, caused by the crane falling.

Chief Meyers says he really has more trouble with his bed than Arnold. Chief can find his, but it capsizes after he gets in.

Boyd is off for ten days chasing rabbits back in Michigan. He promises to bring back a supply of fresh meat, so look out, boys for some rabbit stew.

Teddy Baehr, Sleepy Syd, etc., has just returned from a hybernating furlough of ten days. His only recollection of the trip is that the price of beer has gone up to $20.00 per barrel.

A young lady of Indianapolis said recently that "Connors is a short thick guy." Wonder how she knows about that latter quality. Be a sport, Connors, and give some of the others her address.

Nevilles, of Headquarters orderly fame, has yet to grow up, as he still exhibits his childish pranks in spite of the fact that he has just completed three months' kidergarten training with the steady Chief.

Massie says a new army regulation has been passed requiring all sewing machine operators to have a chauffeur's license.

Schlayer has written Carnegie a request for books and furniture for the 810 Library. He says he has an excellent reading room after 9 p. m., but is disturbed occasionally by the Wash-room quartette.

The last few days Newton has been doing double time between 810 orderly room and headquarters trying to catch up with his discharge.

After the musicale the other evening when the men in Room B started passing the field shoes around Breece made his exit for the sake of safety. Upon returning shortly he was unable to find his bunk.

A. F. Meyer came in very much excited on last Tuesday evening, awakening some of the fellows in the vicinity of his bunk to tell them that he had a new telephone number.

Ficken has received his pilot's license and his chief ambition now is to be transferred to the "gearedge."

Sergt. North, the late addition to the "Board of Censor-ship," is now wearing a mourning band on each shirt sleeve. What is the occasion, Vilroy?

Varns gets extremely nervous when his "Sweet Cookie" visits him from home. He came to some of his friends in Room A, asking them not to tell anything on him or kid him any in her presence during her stay in the city last week end.

## 811.

Sergeant Gray finds himself unable to control the 12th Squad any longer. Father Stacy, once known as a home-loving man and always in bed when the lights were extinguished, has been stepping out with "Daddy" Orner, and can no longer keep up with the boys at reveille when they are ordered to double time. Frank Sylva continues to be a "wall flower" at the "mad house" since the purchase of his new serge suit, and last but worst of all, Leon Braisted has "demoralized the moral" of the whole gang by following in the footsteps of Walter Gray.

Why is it that High Private Jack Swisher received mail from St. Louis, Missouri, addressed "Sergeant 1st Class Jack Swisher"?

We would like to know why the boys left the Puritan Hotel so early Sunday morning.

Dave Halpin is not as happy as usual since the return of the Cyclone Division.

Sergeant Hedgecock received a ten day furlough to visit his home at High Point, North Carolina.

"Pete Brown," sailmaker and ex-dentist of Kansas City, Missouri, was quite disappointed in not going to France, but on a recent visit home he displayed the results of vigorous training received at the Speedway when attacked by three civilians. No doubt "Pete" was victorious, because he returned here without a scratch.

Sergeant Heselschwerdt has taken an unusual interest in the boys that stay in the barracks of an evening.

"Pal" Ballinger did not act like he appreciated his entertainment by the City Officials the other afternoon.

## 821.

Every evening in the barracks looks like Saturday evening now with none in sight but the stay-in squad, since the squadron personnel has fallen off due to discharges.

A goodly number of our men are leaving the shops now for outdoor work or squadron duty. Perhaps this spell of warm weather has something to do with it. But the cold weather is coming. Don't let them tell you different. And verily I say unto you there shall be weeping and gnashing of teeth, for the way of the gold-bricker is easy, but it leadeth to destruction.

*Our old friend Lloyd is dead and gone;*
*May his memory be "at ease";*
*He vowed he would paint this post bright red,*
*But "Red" brought him to his knees.*

Stoner and Foelsch are gone but Markum and Goepper are still with us.

McDonald wants to know where his 1st class sergeancy was sidetracked.

Stricker says the world owes him a living, and that he can't make a living in the army (neither can we); so he "touched" Lieut. Snee for five dollars to tide him over. Some nerve!

Our old friend Bidgood is back again on K. P. He says he is glad of the change from the shop because the white trousers remind him of Palm Beach and make him feel as though he is dressed up all the time.

But what will Bidgood and "Dopey Dan" do now that Johnny Blanck is gone?

If prizes were handed out to the soldiers at this Post, the watch and cuff-links would go to Johnny Blanck. He was overheard the other night describing himself to some girl. Part of his conversation is thusly:

"I am a dark-eyed, dark-haired, handsome, well-built young model soldier."
Can you beat that?

Well, "Warn" Gaskell, although we've admired you, we'd hardly say you are "cute."

## IN THE SUB ASSEMBLY

Olson's tales of the weird wild women of the South Seas has captivated the minds of Jeff Norman and Secord, to the extent that they are planning an adventurous trip down there in a small sailing sloop. In order to keep Secord from getting lonesome for his old job, they are going to line the fo'castle with broken longerons. Norman has already sold one of his many cows in preparation for the trip. He says she has run dry, anyhow.

They all agree that down on the Isle of Paradise, where they wear no clothes and eat what grows on the land wild, they can live on a private's salary very nicely.

## HEADQUARTERS

Boys will learn to smoke when they come into the army, but it takes some little time for them to get particular about the kind of tobacco they use. Nevills filled Thoburn's pipe with pencil shavings Tuesday and Joe smoked them all up without discovering it. Afterwards he admitted that it was rather hard to keep lighted.

The Personnel Office is about the busiest place on the Post now, with discharges, pay rolls, final pay rolls, daily and weekly reports and in keeping trade files corrected.

Some changes have been made around headquarters during the last week. Edward Katzenberger, Charlie Creekmar and Harry H. Willet were discharged. Cpl. Edward McNulty has been assigned as telephone operator, taking the place of Willet. Cpl. Russell Taylor, who has been working in the Disbursing Office, has been assigned to the Aero Supply.

Sergeant Donald Miller is home on a ten day furlough.

They all talk about headquarters holding up their discharges, but where is the fellow who would volunteer to take the responsibility on his own shoulders?

Norman Fuller and Elmer Brown were also discharged this week, leaving their happy Speedway home, Thursday.

Harold C. Nevills has been having some nifty little rides during the last week, taking birdseye views of the camp, and has been getting some good pictures, too.

Harold Caldwell has such a liking for dog sandwiches that he thinks everyone else likes them.

# ENGINEERING DEPT.

### ENGINEERING OFFICE.

The Engineering Office has been crowded with men who want to fly, the last couple of days.

Retsech's topics of conversation: "His Girl," or "Somebody else's Girl," or "His Days at Kelly Field."

We have a new member among our midst, Weis, formerly of the Engine Repair.

Business is running along rather smoothly now that Sgt. Cooper is in charge.

There are a couple of 821 men who go by the office several times a day, and they can certainly sing the Blues.

One thing very amusing is the argument between Stricker and Henry, trying to tell one another how to act when out in high society.

Sgt. Markum, formerly the Engineering Office entertainer, has left us for a higher position in the Squadron.

Be careful where you sit or lay anything down, as we have a tomcat who strolled into the office this week and seems to be making his quarters on one of the tables or chairs most of the time.

Wells seems to be worrying about something this last week. He must be thinking that he is going to get his discharge some time soon.

Stedfelt decided he needed a rest after working so hard for the last couple of months, so he took it upon himself to get a furlough and strutting his stuff in Lafayette.

If looking for a job, see Crooks, for he knows exactly where the coal pile is located.

The Drafting room seems to be too busy to cause any excitement, so therefore we haven't anything of interest concerning it this week.

### STOCK ROOM E

Corp. Miller, of 810, was recently assigned to this stock room. His new position requires a good deal of head work, pushing a pencil or pen here and there. At-a-boy, Miller, don't get discouraged; you'll soon get that much longed for discharge paper—maybe.

Schwegman to Kretzer: "Who wrote that article in the Dope about my left eye?"

Kretzer: "Well, Schwegy, old man, I wouldn't know, why?"

Schweg: "If I ever catch that bird, I'll black his right eye, see. That's my idea of getting back at the fellow, whoever did it."

Kretzer: "Say, Schwegy, don't you know if you ever get an idea you would get a bump on your head?"

Schwegy: "Is that so? Well, I've had two bumps this year already, and that's two more than you can ever expect to have, get me?"

The railroad found it necessary to put on two extra mail cars between here and St. Louis, to carry McFadden's personal mail, to and from. The tonnage increase in mail has been enormous between Indianapolis and St. Louis. Mc. says he is going to originate the "Aeronautical One-step." In this dance he is going to bank a little, side slip, nose dive and a few other new steps. Let's all hope Mc. forgets the tail spin. Wouldn't it look awful to try a tail spin dance step, slip and fall on a ball room floor? Go ahead with your idea, Mc. You're SOME dancer.

A few remarks heard through the window of Tool Room E:

Gimme a socket wrench and a left-hand screw driver for Curtiss main bearing nuts (no size?).

Gimme a 13-inch foot rule and a greaser (oil can).

Gimme a pair of snips and a tooth pick (scribe).

Gimme a two-sixteenths-inch drill with a handle.

Gimme a tap, any thread and something to turn it with.

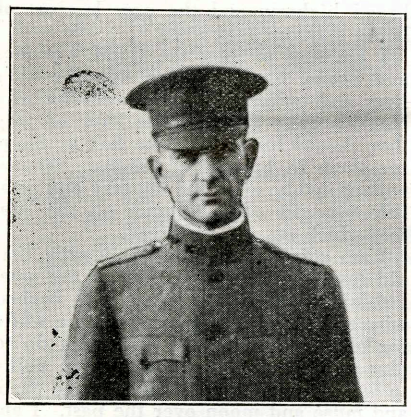
Gimme a stock and die for a stud on a Curtiss motor.

Have you any small C clamps? No? Well, gimme a pair of mics, they're just as good.

Jake Weinbrecht sez he ought to make a good mind reader or fortune teller after he is discharged.

## LIEUT. J. A. BISHOP

Second Lieut. J. A. Bishop: Air Service, Aeronautics; Engineering Officer of the Post, has been at this Depot since March, 1918. After about 12 years' experience at the motor game in different large concerns in the United States, he took up Civil Service on June 11th, 1917, and was sent to France and England to study Aeroplane Construction, was returned to the United States in November, 1917, and was put in charge of the Motor Production at the Nordyke and Marmon Co., Indianapolis, Ind. He came to work at the Speedway, March 4th, 1918, where his knowledge of Aeroplane work and his untiring efforts to get this Depot on an operating basis were highly appreciated by the former Commanding Officer, Capt. Laughlin.



Lieut. Bishop was commissioned a 2nd Lieut. September 14th, 1918, and was ordered to Montgomery, Alabama, where a new Aviation Repair Depot was being started. After giving valuable aid in getting that Depot under operation, he was ordered back to this Depot and reported here November 1st, 1918.

After Capt. Laughlin, former Engineering Officer, was made Commanding Officer, Capt. A. Lord was made Engineering Officer and Lieut. Bishop was made Asst. Engineering Officer. Later, Capt. Lord was sent to Montgomery, Alabama, and Lieut. Bishop took up the Engineering Officer's duties, where his professional qualifications well equip him for the important duties the Engineering Department calls for.

Lieut. Bishop has been untiring in his efforts to keep up the good name which this Depot has at Washington, D. C., and this has been no easy task, for a great many of the discharged men have been from the Shop Personnel. In his dealings with the enlisted men he has shown them that all will get a square deal.

## AERO UNITS ENROUTE

Following organizations have been assigned to early convoy:

17th Aero Squadron, 4 officers, 154 men.

148th Aero Squadron, 4 officers, 154 men.

657th Aero Squadron, 2 officers, 149 men.

636th Aero Squadron, 3 officers, 147 men.

474th Aero Squadron, 7 officers, 460 men.

12th Balloon Company, 6 officers, 174 men.

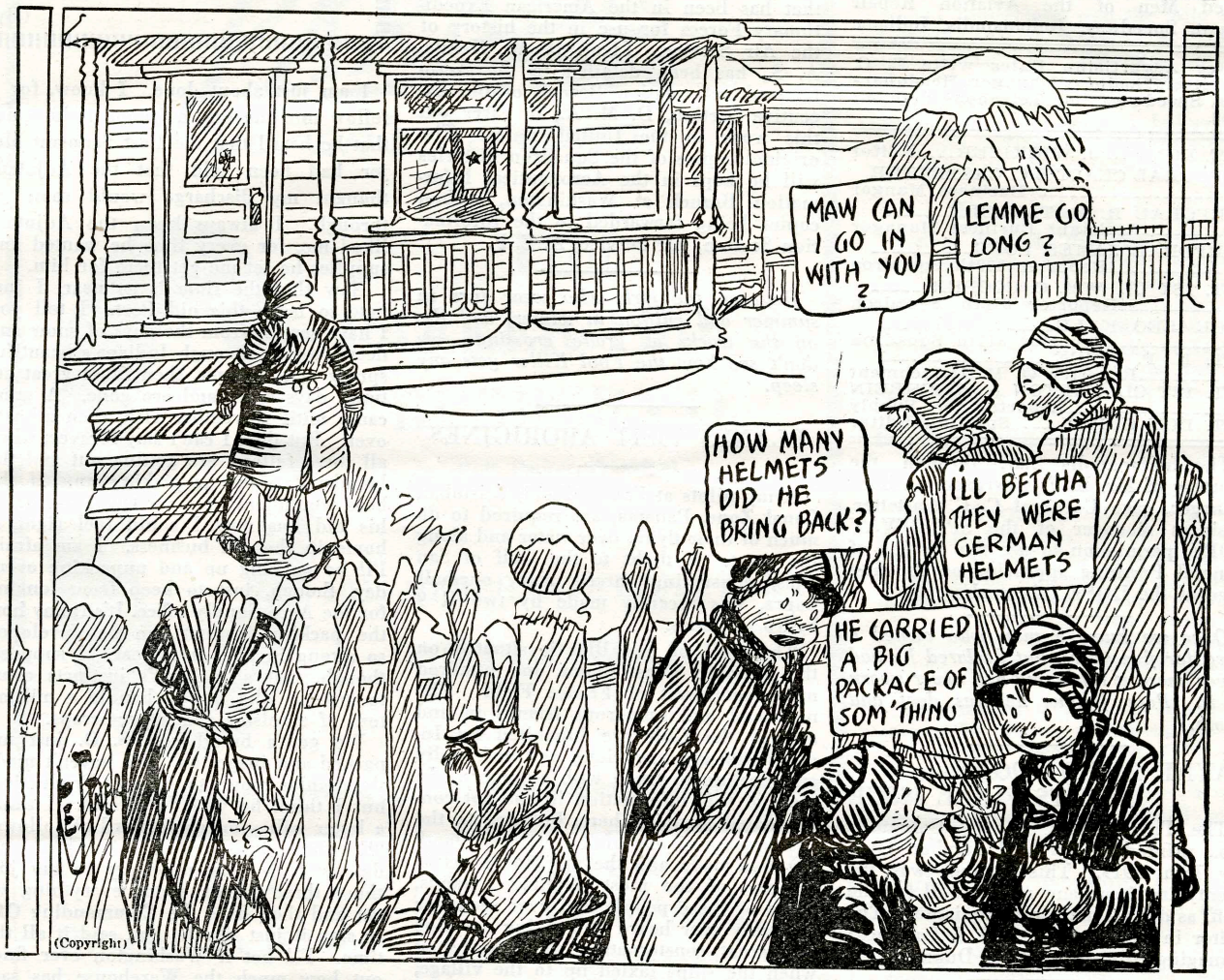
102nd Balloon Company, 8 officers, 170 men.

## BALLOONISTS GO THROUGH BARRAGE

A party of balloonists from Washington experienced near Aberdeen, Md., yesterday all the thrills of flying at the front. Due to change in wind currents and lack of appreciation of the balloonists' situation by the officers at Aberdeen, the balloon, while near the ground, passed through a heavy barrage of different size shells being fired by the test batteries at this proving ground.

The balloon was piloted by A. Leo Stevens, a well-known balloonist, and had as passengers Capt. W. L. Saunders, Capt. W. P. Fuller, all of the D. M. A.; Capt. H. W. Treat, and 2nd Lieut. A. F. Jaquith, of Aircraft Production, all of whom are safe back home today, after their unusual experience.

## *He's Back*




## AMERICAN "ACES"

A cable received at the War Department, Washington, D. C., January 8 1919, gives the following 63 names of American officers who gained 5 or more air victories. The number following each officer's name shows the victories credited to him. It is possible that a few more names will be added and that the figures herein may be subject to slight revision.

Captain Edward V. Rickenbacker, 26; 1st Lieut. Frank Luke, Jr., 18; Maj. Victor Raoul Lufbery, 17; 1st Lieut. David E. Putnam, 12; Capt. Reed G. Landis, 12; 1st Lieut. Fields Kinley, 10; 1st Lieut. George A. Vaughn, 10; 1st Lieut. Jacques Michael Swaab, 10; 1st Lieut. Thomas G. Cassady, 9; 1st Lieut. Chester E. Wright, 9; 1st Lieut. P. Erwin, 9; Capt. Elliott W. Springs, 9; 1st Lieut. Henry Clay, 8; Maj. James A. Meissner, 8; Capt. Hamilton Coolidge, 8; Capt. G. Defrees Larner, 8; 1st Lieut. Frank O. D. Hunter, 8; 1st Lieut. Paul E. Baer, 8; 1st Lieut. William Wallace White, 8; 2nd Lieut. Clinton Jones, 8; Capt. Reid M. Chambers, 7; 1st Lieut. Harvey Cook, 7; 1st Lieut. Lansing C. Holden, 7; 1st Lieut. Karl J. Schoen, 7; 1st Lieut. Wendel A. Robertson, 7; 1st Lieut. Leslie J. Rummel, 7; 1st Lieut. Lloyd A. Hamilton, 7; 1st Lieut. Jesse O. Creech, 6; 2nd Lieut. Howard Burdick, 6; 1st Lieut. Clayton L. Bissel, 6; Maj. Harold E. Hartney, 6; Capt. Douglas Campbell, 6; Capt. Jerry Cox Vasconcellas, 6; Capt. Edgar Gardner Tobin, 6; 1st Lieut. E. P. Curtis, 6; 1st Lieut. Summer Sewell, 6; 1st Lieut. Ralph A. O'Neill, 6; 1st Lieut. Donald Hudson, 6; 1st Lieut. Murray K. Guthrie, 6; 1st Lieut. William H. Stovall, 6; 1st Lieut. James D. Beane, 6; 1st Lieut. Arthur R. Brooks, 6; 1st Lieut. Robert O. Lindsay, 6; 1st Lieut. Martinus Stenseth, 6; 2nd Lieut. Frank K. Hays, 6; 1st Lieut. Howard C. Klotts, 5; Lieut. Col. William Thaw, 5; Maj. David McK. Peterson, 5; Capt. H. R. Buckley, 5; Maj. Charles J. Biddle, 5; 1st Lieut. James Knowles, 5; 1st Lieut. James A. Healey, 5; 1st Lieut. Innes Potter, 5; 1st Lieut. Francis M. Symonds, 5; 1st Lieut. Joseph Fritz Wehner, 5; 1st Lieut. John J. Seerley, 5; 1st Lieut. Edward M. Haight, 5; 1st Lieut. Harold H. George, 5; 1st Lieut. George W. Furlow, 5; 1st Lieut. Arthur E. Easterbrook, 5; 1st Lieut. Byrne V. Baucom, 5; 2nd Lieut. Harold McArthur, 5, and 2nd Lieut. Sidney Owens, 5.

(Signed) "HARBORD."

## TWO BALLOONISTS WHO DIDN'T JUMP

Out of about sixty men who went overseas to enter the Balloon Service with First Lieut. J. A. Smith, Reserve Military Aeronaut, only two completed their observation service aloft without having to take a parachute jump. Lieut. Smith, who is of Newark, N. J., and saw service on the Mexican Border in the Artillery before going overseas, says he was one of the two and the other was Lieut. B. L. Breed, of Vermont. Lieut. Smith, nevertheless, says he has great confidence in parachutes, and that he has reason to, as he saw over sixty successful jumps.

Although his balloon was never shot down by an enemy plane, it was, nevertheless, under fire from German artillery, on the fourth day of the San Mihiel drive, two Boche 210's taking turns shooting at him. The first shell went over and hit between two small hospital buildings, blowing them all to pieces. "This was one instance of the Germans shelling a hospital unintentionally," said Lieut. Smith, "for the next shell burst in the air just back of the balloon, and thus I discovered that the fire was being directed at my balloon and not the Red Cross building." The commander of the company on the ground realized it, too, and had the balloon moved. This was done by running the winch along the ground and letting out some more cable. Presently the shells began going under and farther back of the balloon and finally they stopped, after about 15 or 20 had been fired.

"Just to show that luck is the leading factor in determining who of the observers has to jump," Lieut. Smith said, "while I have been up for practically a whole day at a time, thirteen and a half hours, without being attacked, Lieut. Reeves, an aviator who had transferred to the Balloon Service, was up only a few minutes when he was forced to take to the 'shute.'" "His balloon burned as he went down," he continued, "and in three and a half hours' observing this man had to jump three times."

### Backfire.

A sailor was admitting his habit of snoring. "Of course, I have never heard myself snore, but I have awakened and—"

"Heard the echo!" rejoined his shipmate.—Judge.

## SPORT NOTES

Lieut. Ed W. Harter, widely known in Indianapolis and around sporting circles, as "Steve," is back in the old town on a short furlough. Steve is stationed at Camp Dix with a regular unit and expects to be in the service until next summer.

Lieut. Harter has been connected with all kinds of sports during his career. He started his career as a boxer, giving that up to become a baseball manager. Later, when the Federal Ball League started he was manager of the Federal ball park all during the time the league lasted. Steve was a boxing promoter and manager. He, at different times, had under his wing such men as "Harlem Tommy Murphy," Joe Lynch, Milburn Saylor, Jack Dillon, Don Curley and Patsie McMahon. Up until the time Steve enlisted in the army early last year he had under his management, Jack Dillon, Don Curley and Patsie McMahan, Indiana's three premier boxers in their respective weights.

Lieut. Harter entered the service as a buck private and received his commission after a course of special training at Hattiesburg.

## BOMBARDIER WELLS, ENGLISH HEAVYWEIGHT, COMING SOON TO BATTLE OUR JACK DEMPSEY.

Bombardier Wells, now a sergeant in the English army, is coming to the United States soon to pay his respects to Uncle Sam's heavyweights. The Bombardier will be under the direction of Charlie Rose while in this country. Rose is seeking a match with Jack Dempsey for his protege.

Better leave Dempsey alone, Bombardier, because he is sure bad medicine.

## WILLARD MAY PASS UP DEMPSEY.

The report got out some time ago that Jess Willard had decided to retire from the ring and that he would turn his title over to Jack Dempsey, but it now seems that Jess is peeved at Jack and it is now rumored that if Willard gives his title away it will be to Willie Mechan of San Francisco. Mechan out-pointed Dempsey in Frisco about two months ago.

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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SGT. DON CURLY-----Sporting Editor


The Indianapolis Star, through the courtesy of Mr. B. F. Lawrence, business manager, gave Corporal C. C. Castetter, business manager of the SPEEDWAY DOPE, permission to use the etching of General Pershing appearing on the first page of the DOPE this week.

*Once we knew a man who owned a Ford for five years, but declared he had never heard it rattle and had never sworn at it. Poor fellow, he was deaf and dumb.*

## PAYNE FIELD *ZOOMS* PRINTS FINAL ISSUE

The Payne Field Zooms, Columbia, Mo., printed its farewell number January 15th, 1919. This number was the twenty-first issue and speaks well for the staff, as did all the preceding issues. The editor in chief was Lieut. J. I. Lafrence; managing editor, Pvt. N. L. Dunnom.

*Uncle Newt Tucker says he ain't ag'in prohibition, that prohibition's all right in its proper place—which is about 20 miles from any human habitation.*

## INSURANCE

Approximately four million officers and men of the army and navy are now insured with the United States Government for a grand total of almost thirty-seven billion dollars.

You owe it to yourself and to your family to hold on to Uncle Sam's insurance. It is the strongest, safest, and cheapest life insurance ever written.

For your protection Uncle Sam has established the greatest life insurance company in the world—a company as mighty, as generous, and as democratic as the United States Government itself.

The privilege of continuing your Government insurance is given to you. If you permit the insurance to lapse, you will never be able to regain it. But if you keep up your present insurance—by the regular payment of premiums—you will be able to change it into a standard Government policy *without medical examination.* The Government will write ordinary life insurance, twenty-payment life, endowment maturing at age 62, and other usual forms of insurance. This will be Government insurance—at Government rates.

Most of the men who are being discharged are retaining their insurance but a few are not. The fact that all the large insurance companies are urging all the men to retain their insurance at any cost should be good evidence to men who are undecided about keeping their insurance. If the soldier carries his insurance for five years he will be able to exchange these term policies for the whole life, limited payment life or endowment plan. The rates for this regular Government insurance will be probably the net table rates, a lower rate than any life insurance company allows.

## AIR SERVICE HISTORIES

Special efforts are being made to secure the histories of every aero squadron that has been in the American Expeditionary Forces for use in the history of the Air Service. Lieut. H. W. Heintz, A. S., has been detailed to the Aeronautical Information Branch of the Executive Section, D. M. A., to carry out this work in the United States. The original copies of the Squadron histories will be kept in the Aeronautical Information Branch at Washington, carbon copies being forwarded to the Information Section, Air Service, A. E. F.

*Between the girls who wear furs in summer and chiffon in winter, and the off the tracks at grade crossings, we don't see how the Fool Killer gets any sleep.*

## PLANES VISIT ABORIGINES

Army pilots at France Field, Cristobal, Canal Zone, Panama, are required to do much of their flying over water and along the coast. A flight to the Gulf of San Blas, consuming three and one-half hours, was recently made by two R 9 hydro-airplanes.

The Gulf of San Blas is situated on the Atlantic Coast about one hundred miles southwest of France Field. The mainland and numerous islands in and around the Gulf are inhabited by Indians who are suspicious, and unfriendly and decline to trade with strangers. In view of this information it was not contemplated stopping here, but due to the overheating of one of the motors a landing was made and the machine beached on one of the most populous islands. None of these people had ever seen nor probably ever heard of a flying machine and great consternation was manifested when the ships taxied up to the village, while from all the neighboring islands there were sent numbers in small dugouts.

It is doubtful who was the most fearful on this occasion for when the begoggled pilots stepped from their machines the entire population of the island was lined up on the beach armed to the teeth. The headman very reluctantly took his place in front of this aggregation and greeted the visitors with a scowl and a machette in his left hand. One of the pilots was a new arrival in Panama and unfamiliar with the current yarns about the unfriendliness of the Indians. As soon as he stepped on the beach he rushed up and greeted the headman in a very effusive manner and fortunately his friendly smile was properly interpreted. Most of the men were half naked and the boys entirely so. The costume of the women was both picturesque and very uniform. Bare feet were in vogue, the ankles and calves wrapped with a reddish string fiber, while short red dresses of the same material and without sleeves reached to the knees. The majority of the women wore large gold rings in their ears and noses and in many instances necklaces and bracelets of attractive design made from sharks' teeth. A camera was brought out but this aroused such a feeling of hostility and suspicion that it was deemed advisable to return it to the ship. Some of the small boys mustering up courage came close enough to accept cigarettes which they apparently enjoyed hugely and finally the old chief himself grudgingly accepted one.

After this the pilots were permitted to go through the village proper and by way of courtesy the chief was invited to come aboard one of the hydroairplanes, which invitation was not accepted. Radiators were filled with salt water and after a stay of about two hours the return flight was accomplished without serious trouble.

# Autobiography of a "Warehouse Rat"

## PART ELEVEN

(By "Gus")

I am just about done. I know, for a fellow told me that a friend of his said, that he heard that the Post Sergeant Major had been told that the Adjutant thought my discharge would soon go through. I always knew the Adjutant liked me, for every time he wanted any supplies he let me get them for him.

Now that the time is so near, I just hate to leave this old Post. I tell you I have seen it from the days of snow and deep ditches, through Indiana's beautiful spring and summer, then those great autumn days came and are gone. A great camp until November 11th, then all was over. But then I can't stay forever, when all these fellows are getting out and the laundry business is picking up. If the boss would only put an OX 5 motor in his old bus now I could feel right at home in the old business. I am afraid I'll be packing up and unpacking every day, though, just to keep from longing for the Aero Supply office. It's funny how the packing instinct can be developed so strong in one short year. I suppose, though, that a real rat's instincts come to anyone who has to handle a million tons of excelsior and paper scraps.

We got a brand new S. O. just unpacked and inspected. We haven't made the regular report to Aircraft Production, but I think he will do alright. I think a letter will soon go forward as follows: "Received, inspected and accepted this date." It is very necessary to say just those three words about everything we get and then have the Commanding Officer sign it just like he had said it all the time. I'll bet if Washington ever finds out how much the Warehouse has said and then passed the buck to the C. O., there will be a regular session of congress at an irregular time.

The first examination given in the new officers' school was quite a success, for several of them are wearing chevrons with two and three stripes on them. I got a hunch that there will soon be some M. S. E.'s, for one or two Squadron C. O.'s studied quite a while in the shops and picked things up pretty quick. They had one statement of charges in the final assembly with twenty-six missing articles on it. That's what I call pretty quick.

There are a lot of things I am going to miss if the Adjutant sticks with me and I get out to feed my dependents and save the industry of this country. That telephone that rings every two minutes has kept my mind on the job and I really ought to present it with the D.S.C. I don't know what I'll do for hard luck stories unless I happen to live by the broad highway and the now lost art of being a tramp is revived.

I am sure to miss the Q. M.'s prunes and beans, but I'll never sigh for 810's liver and onions. I never could see why Hoosier cows grew all the liver or why they should try to hide the fact by burying them in bushels of onions. Science will probably solve the mystery and publish two gilt edge volumes on the subject which no one will read.

I am going to miss the O. D. pills, that old bugle and the shot guns at the gate. I think I'll fence my house with barbed wire and then climb over once in a while for old time's sake. It just won't do to give up everything at once. I am going to walk on railroad tracks now and then, and muse and moon over the past. I am not going to go with any girls in blue silk dresses. I have got a collection of old blank forms that I'll fill out now and then on rainy days and I think I'll get a leather coat, a pair of goggles, a helmet, etc., and climb on the back of the family rocker, and take a few of the thrills I didn't get at Speedway.

She's been a great journey, this year at Speedway, and the battle had some interest, too. You can't stay in one place always and some one just has to move on. I am going. If you want to know the rest of my life, it will all be printed on the tombstone I don't expect to get.

To my friends, I say good-bye and good luck, and may you be happy ever after.

GUS.

THE END.


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## Y. M. C. A. NOTES

### Schedule Jan. 27 to Feb. 3

*Monday*—6:30, "Ironsides Bible Class," by Mr. Roberts; 7:30, "My Experiences in France," by Bishop Francis.

*Tuesday*—7:30, Movie, Irene Castle in "Mysterious Client." Max Brenton, former world's wrestling champion, will give feats of strength. He's great.

*Wednesday*—7:30, An excellent musical program and short play by the Metropolitan School of Music.

*Thursday*—7:15, Talk by Rev. Father Byrne; 7:45, Movie, Charles Ray in "Family Skeleton."

*Friday*—7:30, Bert Servaas (Spookie Chin), almost the world's greatest magician, supplemented by excellent music.

*Saturday*—"Write a letter home night."

*Sunday*—9:30 a. m., Catholic Mass; 10:30 a. m., Bible Service; 7:30 p. m., Vespers.

### Notes

A change has been made in the personnel of our staff. Owing to the great need for experienced secretaries in larger camps of the Central Dept., Mr. Shaw is being transferred to another field of work. His broad experience in the work and his ability make him an invaluable man and he goes where men of his calibre are needed. We all hate to see Mr. Shaw leave, and our best wishes go with him to his new work.

He is succeeded by Mr. Richard Roberts, as General Secretary. Mr. Roberts is now a member of the staff, having come to us recently from Fort Benj. Harrison, where he served for nine months. His business experience in civil life and the extent of his service in the Y. M. C. A. proclaim him to be a most capable man for the place. Get acquainted with him. You will like him.

A Valentine Party is being planned for the men of this Post by the Independent Social Club of Indianapolis. Definite plans will be made soon. Watch for announcements.

Our program for this week is extraordinarily strong. Bishop Francis is widely known, and he has some wonderful things to tell of his experiences in the war zone.

Max Brenton, former world's wrestling champion, holds the Richard K. Fox championship belt. He will give feats of strength and an interesting talk. He has traveled through the central and southern military departments, giving exhibitions in the camps. You can't afford to miss him.

## REVISED EDITION OF GENERAL ORDERS ISSUED

The reversed set of general orders for the armed forces of the United States following has been appearing in several of the aviation newspapers, and is said to have been first published by the Fort Omaha *Gas Bag*.

1. To accept my discharge, take charge of all government property in view and beat it home.
2. To accept my discharge in a military manner, keeping always on the alert and observing that it will not be revoked before I get out of sight.
3. To take the quickest train and not stop at any military post on my way.
4. To repeat all dope and rumor which has been spread through buildings closer to headquarters than my own.
5. To receive, believe and pass on to my children the experience I have acquired while in the service or shall acquire in the future.
6. Not to again quit civilian life after being properly discharged from the service.
7. To talk to no one about reinlisting.
8. In case of the presence of a recruiting officer to give the alarm.
9. When the girls are home to allow no soldiers or militia on or near my premises.
10. In all cases not covered by instructions to claim exemption.
11. To salute all officers who have aided me in getting my discharge and all the Budweiser and Whisky not cased.
12. To be especially watchful at night and allow no one to pass without buying a drink.

—By Order of General Nuisance.

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## SPORTS

By DON CURLEY.

### Swimming at Y.

Henry Churchman won the mile swim at the Indianapolis Y. M. C. A. Saturday night, January 18. Time for the mile swim was 32 minutes, 20½ seconds. Engle was second, Vana was third. Churchman swims for the Independent A. C. and is Norman E. Darby's closest rival for state championship honors.

### Wendel Going Good

Young Wendel, the champion lightweight wrestler of this Post, is going at a merry clip, and he will in all probability be the new champion in his class of the Indianapolis Y. M. C. A. Wendel only has one more man to defeat at the "Y" until he clinches the title. Go to it, Wendel, we are all for you.

### Boxing Given Support By Two Generals and Former President Taft

NEW YORK, Jan. 18.—Former President Taft, Maj. Gen. Leonard Wood and Provost Marshal Gen. Crowder were reported to be interested in a project to nationalize boxing under new laws which will provide state contests for championships and later a national tournament to decide national championships.

Organization of a board of control is among the changes suggested, this board to establish weights and rules. Col. Roosevelt, it was stated, had agreed to head the board. Col. Roosevelt was an ardent boxing fan. He used to take boxing lessons from John L. Sullivan.

### Curley Has Strenuous Ring Campaign Ahead of Him

Curley has posted forfeits to box Young Webb at Dayton, Ohio, ten rounds, February 3rd. He will box Young Hogan, at Charleston, W. Va., January 25th and Soldier Katon at Toledo, Ohio, January 27th. Curley has a promise of main bouts in Dayton, Cincinnati and Terre Haute, if he wins from Young Webb at Dayton, February 3rd. The bouts at Charleston and Toledo are soldier benefits. The bout scheduled between Curley and Sailor Friedman at Jackson, Michigan, January 22nd, has been postponed for a couple of weeks and now Curley will probably be able to take it.

### Results of Last Week's Bouts

FT. WAYNE, Ind., Jan. 18.—Frankie Mason won all the way from Phil O'Down, of Columbus, Ohio, in a fast ten-round bout. Harry McHenery shaded Battling Hess, of Ft. Wayne, in ten rounds. McHenery hails from Montpelier, Ind.

Red Conley, of Detroit, and Patsy Dugan, of Youngstown, Ohio, staged a hard-fought draw, the latter being entitled to a draw in the opinion of several newspaper men.

BALTIMORE, Jan. 18.—Pete Hartley, of New York, won in a fast fourteen-round fight with Phil Bloom, of Brooklyn, N. Y.

TOLEDO, Ohio.—Chuck Wiggins, the big Indianapolis lightning conductor, won from Ted Block again in the eight-round windup of the Moose club show.

NEWARK, N. J., Jan. 20.—Lightweight champion Benny Leonard had no difficulty in outpointing Johnny Dundee, the jumping Scotch Wop, in an eight-round bout at the First Regimental armory. Leonard weighed 134½ pounds, while Dundee tipped the scales at 130. The first and third rounds went to Dundee on his aggressiveness. Patsy Kline, of Newark, refereed the contest.

PHILADELPHIA, Pa.—Lew Tendler, of Philadelphia, won easily in six rounds from Young Brown, of New York. Brown withstood a lot of punishment.

BUFFALO, N. Y., Jan. 20.—Clay Turner, the New York Indian, outpointed Kid Norfolk, of Baltimore, in ten rounds. Norfolk is a colored heavyweight.

SYRACUSE, O. Jan. 20.—Harry Greb easily won from Young Fisher, of Syracuse, Ohio. Greb scored two knockdowns and had Fisher groggy throughout the match.

## TALE SPINS

### Mistaken Identity

Warrior (from Palestine, whose baby is about to be christened, and who has a bottle of Jordan water for the purpose)—Eh, by the way, meenister, I ha'e brocht this bottle—

Minister—No' the noo, laddie; after the ceremony I'll be vera pleased.—*London Opinion.*

### Positive Signs

Out in New Mexico even public signs come direct to the point. They do not waste any time in wondering how the reader will feel about it.

In a garage at Albuquerque is posted: "Don't smoke round the tank! If your life isn't worth anything, gasoline is!"—*Saturday Evening Post.*

### Self-Accused

"Did the postman leave any letters, Mary?"

"Nothing but a post-card, ma'am."

"Who is it from, Mary?"

"And do you think I'd read it, ma'am?" asked the girl, with an injured air.

"Perhaps not. But anyone who sends me a message on a post-card is either stupid or impertinent."

"You'll excuse me, ma'am," returned the girl, loftily, "but that's a nice way to be talkin' about your own mother."—*Boston Transcript.*

### Answered

"You know," said the lady whose motor-car had run down a man, "you must have been walking very carelessly. I am a very careful driver. I have been driving a car for seven years."

"Lady, you've got nothing on me. I've been walking for fifty-four years.—*Detroit Motor News.*

### The Certainties of the War

Mandy and Selah, both very fat and very black, were riding downtown in a street car and conversing in loud tones across the aisle about the progress of the war. Mandy was the oracle of the occasion, and spoke her convictions in no uncertain tone: "Selah, Ah done tole youh dis wah gwine be a wonduhful t'ing foh us colo'd folks. De las' wah done make us free, didn't it? An' dis wah suah gwine make us all ladies and gemmen."

### Religious Exercise

Two shipwrecked soldiers were on a desert island. They were utterly miserable, pinched with hunger and cold. The one more wretched than the other said to his companion, "Can you pray, Bill?"

"No."

"Can you sing a hymn?"

"No."

"Well," said the first, "let's have something religious; let's have a collection."—*Tit-Bits.*

Magistrate: "You can take your choice—twenty-one shillings or ten days."

Prisoner (still in a foggy condition): I'll take the money, your worship.—*Tit-Bits.*

### Another War-Casualty

"You don't seem to feel so enthusiastic as usual about speech-making."

"Well," answered Senator Sorghum, "times have changed, and it isn't so easy for a man in a silk hat and a frock-coat to stand out before a lot of men in khaki uniforms or overalls and assert he is saving the country all by himself."—*Washington Star.*

### They've Lost Appetite

It will be a long time before any nation will talk again about eating the United States alive before breakfast just to encourage an appetite for the real thing. A long time!—*Pittsburg Dispatch.*

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### BUD FLIVER'S OBSERVATIONS

Bud Fliver's Observations, appearing in this week's issue of the Dope, are written by Frank V. Stump, of Los Angeles, California, and are appearing in many large papers through the West. The editor having been associated with Mr. Stump in newspaper work in southern California, has fortunately secured these humorous and true to life stories for the Speedway Dope.

* * * It was in a city—Not far from—An army camp—And they were going to have—A swell ball.

* * * And they got—A good orchestra—And decorated the house—With the colors—And invited—A lot of soldiers—

* * * And the girls—Were all happy—Because the army fellows—Were going to take them—To the ball—And dance with them—

* * * And Captain Shiner—Was going to—Take Tessie Blubber—And she was nearly—Tickled to death—

* * * And when the night came—Captain Shiner was ill—And he sent Private Pepper—In his place—

* * * And when he got—To Tessie's house—And she saw—He was just a private—She threw a fit—And got a headache—And wouldn't go—Or anything—

* * * And she got furious—And sent a letter—To Captain Shiner—And told him—How insulted—She was—

* * * And the Captain—Liked Tessie—And he wanted—To square himself—And he went to see her—

* * * And tried to make—An explanation—And he told her—What a fine fellow—Private Pepper was—

* * * And she said—She wasn't used to—Running around—With privates—And she didn't consider—Anyone but an officer—In her class—

* * * And Captain Shiner said—He was sorry—She felt that way—Because Private Pepper—Was college bred—And very polished—

* * * And he said—Before they enlisted—He used to drive—Mr. Pepper's car—And everything.—

BY BUD.

### DIFFERENT

First Tramp—What are you crying about?

Second Tramp—A horse ran away with my brother, threw him out of the wagon and he's been laid up for six months.

First Tramp—Why, that's nothing. My brother had a terrible accident, too, only his was different; he ran away with the horse. He's laid up for six years.

### EMBARRASSED

Esther was the colored laundress in the Howard family, and one morning, on going to the basement, Mrs. Howard noticed that Esther bore the appearance of a hard struggle.

"Why, Esther," exclaimed Mrs. Howard, "what in the world has happened to you?"

"It was jes' mah husban'," explained Esther. "He done beat me up ag'in, an' jes' fo' nothin', too."

"Again!" cried Mrs. Howard, in surprise. "Is he in the habit of beating you? Why don't you have him arrested?"

"I'se been a-thinkin' ob it several times, Mis' Howard," said Esther, "but I ain't nebah had enuff money at one time to pay his fine."—Life.

### CONSOLING TO THE MARRIED

One thing about war: The wifie back home knows hubby is somewhere in France. That's more than she usta know half the time.

**Craig's Candies**

*"Always in Good Taste"*

This ad is inserted not to sell candy but to aid the Speedway Dope.

6. E. WASHINGTON STREET

### B. F. KEITH'S.

A double headline bill opens next week at B. F. Keith's with Robert T. Haines, and his company playing a military sketch, "The One Way Out," and Lew Dockstader, noted minstrel, offering a new monologue. Haines' sketch has for its principal character a member of the Royal Flying Corps and is based on an incident of the war. Prior to entering vaudeville Robert T. Haines was starred by George Broadhurst in "The Coward" and "The Mills of the Gods." Previous to that he was Grace George's leading man in "Clothes." Also leading man for Blanche Bates in "The Darling of the Gods" and for Frances Starr in "The Rose of the Rancho."

Lew Dockstader has always been identified with the minstrel end of theatricals, having had his own company for many years. His present offering is a monologue, "The Political Boss," which is presented in white face instead of the familiar burnt cork.

Marie Stoddard offers a series of "song cartoons." The sensation of the season, "Tarzan," comes for the first time. "Tarzan" is a mystery. He is either a man, a monkey or a missing link. The management does not say which, so you will be able to form your own opinion, any way it is a comedy, so you will be amused. Other acts include Bert Wheeler and Company with a comedy, "Troubles of a Jitney Bus"; The Rubio Troupe of Spanish troubadours; Susan Tompkins, former solo violinist with Sousa's Band; Ben and Hazel Mann in a comedy conceit, and the Universal Weekly with film events.

### "SHE WALKED IN HER SLEEP."

"People do all sorts of queer things when they walk in their sleep," idiomatically explains the physician in "She Walked in Her Sleep," the Mark Swan farce which George Broadhurst will present at the Murat Theatre next week. And upon this premise the author has worked out some rattling moments of hilarious entertainment. For four months playgoers in the metropolis have been enjoying the exploits of the fair somnambulist, and now Indianapolis is to have its opportunity of passing judgment on the play.

It would be hard indeed to thread a more tangled set of complications in a stage plot than Mr. Swan has done in this three-act conceit. To start with, the sleepwalker—a very charming young woman as impersonated by Alberta Burton—does her promenading on the narrow ledge of the wall of an apartment hotel, sixteen stories above the street. She climbs into rooms at will, taking the portable belongings of the occupants, strewing knitting and other hand paraphernalia about, ignoring the startled exclamations of those with whom she comes in contact and generally leaving a mysterious trail and a buzz of awed speculations and whispered comments. She walks away on one of her nocturnal expeditions with a priceless vial of explosives and precipitates all manner of complications.

### "FAIR AND WARMER."

The joy of living will be given a decided impulse and a fresh lease of life at the Murat Theatre for four nights commencing Monday, February 3rd, when Selwyn and Company present Avery Hopwood's famous farce, "Fair and Warmer," with what is said to be an excellent cast and appropriate stage setting. It is acknowledged that a good laugh aids digestion, so "Fair and Warmer" may with a clear conscience be recommended to give indigestion a knockout. No one claims to have counted the laughs in it, no one thinks of trying to count and laugh at the same time, but one continuous laugh seems to be the generally expressed way of describing the "Cocktail Farce."

In the cast of well known players to be seen here are Sager Midgley, Marie Colebrooke, Harrison Roberts, Lillian Herne, Lowden Adams, Bessie Brown, John Morris and Ralph Simone.

### I'M SO HAPPY.

Frederick V. Bowers, late star of "His Bridal Night," will be seen here at English's, February 6, 7, 8, in a new musical play called "I'm So Happy."

The farce, as the title suggests, is said to be a gloom destroyer and contains fast and furious fun. The book, which was written by Victor Gabery, is of old fashioned farce variety, the kind that makes you hold your sides with laughter. tI is doubtful if Mr. Bowers ever had a part that fits him as well, it gives him plenty of scope to breeze through the three acts in his inimitable speedy fashion.

There are twenty-two musical numbers interspersed in the dialogue. Among them are some exceedingly clever whistling hits, "I Can't Forget Your Eyes," "Sweetheart Time," "Sunshine," "I Want to Belong to a Soldier," "Won't You Come and Baby Me," "Twilight Dreams," "She is Just as Sweet in the Morning as She Was the Night Before," "If I Had Known," "Turn to The Right," "A Dear Little Girl in a Dear Little Town," and "I Am Looking for a Girlie."

Mr. Bowers was last seen here in "His Bridal Night," and made many friends by his speedy manner; in fact, he is called the fastest light singing comedian on the American stage. The company is composed of forty people and they are carrying a Peacock Alley chorus.

MISS ISABEL IRVING IN "SHE WALKED IN HER SLEEP," THE LAUGH PLAY, MURAT THEATRE, ENTIRE WEEK BEGINNING JANUARY 26

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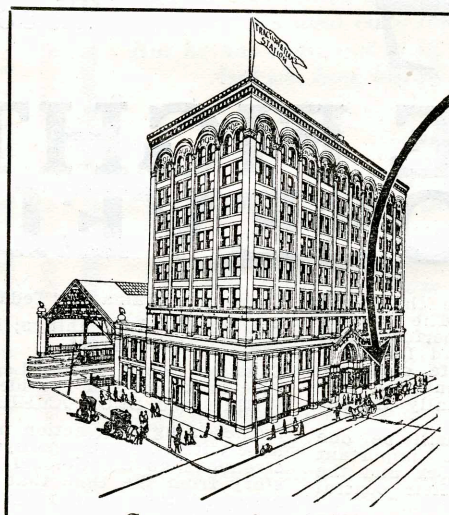

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### OTIS SKINNER IN "THE HONOR OF THE FAMILY."

Otis Skinner, America's foremost actor, will be the attraction at English's for three days starting Monday, January 27, appearing in "The Honor of the Family."

Charles Frohman presented Mr. Skinner in "The Honor of the Family" originally in New York City in February, 1908, and the metropolitan press hailed it as one of the greatest comedy successes of the decade. The following autumn Mr. Skinner appeared in the play in the chief cities of the country, and the New York verdict was enthusiastically confirmed by the press and public of the nation.

"The Honor of the Family" is an adaptation by Paul M. Potter of a comedy by Emile Fabre, the distinguished French dramatist, founded on Balzac's story, "Un Menage de Garcon." Its scenes are laid in France in the Napoleonic period, and its hero is Colonel Philippe Bridau, a former officer of the great Emperor. Bridau is a fire-eater, and something of a blusterer, but he has plenty of wit and courage—quite enough to cope with and overcome even the clever, unscrupulous adventuress who is trying to rob him and his family of their rightful inheritance. It is a marvelously drawn character and one that is precisely suited to Mr. Skinner's personality. His performance of it is one of the historic classics of the American stage, and the dramatic critics of the country have agreed unanimously that it is his very best acting role.

### ENGLISH'S, JANUARY 30, 31, FEB. 1, "POLLYANNA."

George C. Tyler, who is responsible for the glad play "Pollyanna," says, "Pollyanna," from the business it has been doing is bound to live as long as "The Old Homestead," or "Way Down East" if I give it the proper players, which this comedy deserves.

Mr. Tyler's words are bound to bear fruit if he still continues to give us such players as Claire Mersereau, John Webster, Gordon Johnstone, George Lindsay, Master Thomas Deely, Fanchon Campbell, Lou Ripley, Fanny D. Hall, Helen Weathersby, Katherine Rober and A. W. F. McCollin.

This is the first season Miss Mersereau has played Pollyanna Whittier, but the others have been in the same company for two seasons.

### ENGLISH'S—"THREE FACES EAST."

A well known New York producer, who is in a position to speak with authority on the wants of the American theatre-going public, made the following assertion concerning theatrical wants: "When in doubt as to the manner of play that will appeal to the American theatre-goers, give them a mystery play. Our fellow citizens like mysteries served up piping hot on the stage and the deeper the mystery, the more the appeal."

And this gentleman was right, as witness the success of "Three Faces East," which begins its engagement at the English Opera House February 3, 4, 5. Here is mystery with a vengeance. No sooner does the audiance spot one character with a wise "Ah, I told you so," "I knew he or she was such and such a character," than the plot of the play cavorts gaily off in another direction, leaving the wise one more mystified than ever.

"Three Faces East" will be one play founded primarily on the great World's War that will survive it many years, increasing in popularity as time goes by, for it will be just as timely and as interesting to future theatre-goers as it is to the present with the Great War so near to them.

Messrs. Cohan & Harris, its producers, have with their usual lavish hand, made a production that is noteworthy in its elaborateness, and they have supplied a cast of capable actors who interpret their various roles in a manner full of charm and appeal, and these essentials are mainly the cause of the great success of this splendid play.

THE DISTINGUISHED AMERICAN ACTOR

# B. F. Keith's

THE WORLD'S FAMOUS HUMORIST

## ROBERT T. HAINES

AND HIS COMPANY IN

**"THE ONE WAY OUT"**

A PLAY IN ONE ACT

TWO NOTED STARS

## LEW DOCKSTADER

IN A SATIRICAL MONOLOGUE

**"THE POLITICAL BOSS"**

NOTHING BUT LAUGHS

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THE SEASON'S SENSATION

IS IT MAN, MONKEY OR MISSING LINK?

Books have been written about TARZAN, the Man-Ape.
Film stories tell of TARZAN in the Jungles.
TARZAN now appears as a flesh and blood reality.
As a comedy it's a scream. As a novelty it's great, and as a mystery TARZAN has the world guessing.

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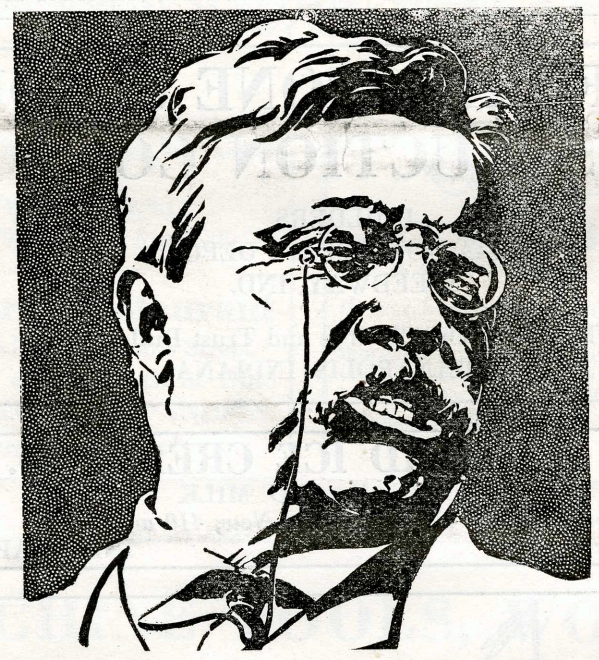

## "BULLY"

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The producers have chosen the Circle Theater, Indianapolis, and The Strand, New York, for the premier performances in America of this authorized film version of Colonel Roosevelt's life, owing to the notable methods of presentation prevailing at these two nationally famous theaters.

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There was drama in "Teddy's" life.

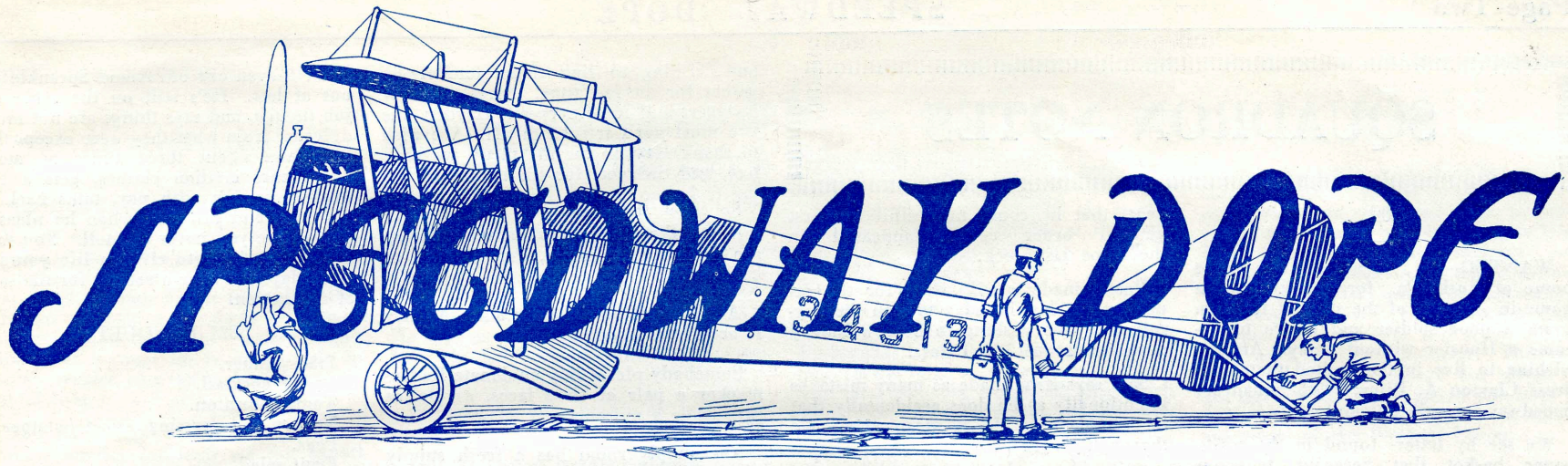
The drama of big things; it surged with the emotions that make a nation great.

Cowboy, Rough Rider, Legislator at 23, Mayor, Governor, Vice-President and President, the story of a fighting RED, WHITE and BLUE AMERICAN.

There's fighting action in every scene. No 50-50 compromise with facts, no "mollycoddle" biography, but a story as strenuous as the Colonel himself, for it tells his fighting story from the time that the boys called him "Old Four-Eyes" till the nation hung its flags at half mast in his honor.

ENTIRE WEEK, STARTING SUNDAY, JANUARY 26.

All profits whatsoever accruing to me personally until all the men are returned to their homes from the war, from the production of this scenario, will be given by me to the Red Cross and possibly other war organizations.
(Signed)
THEODORE ROOSEVELT.




Published by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

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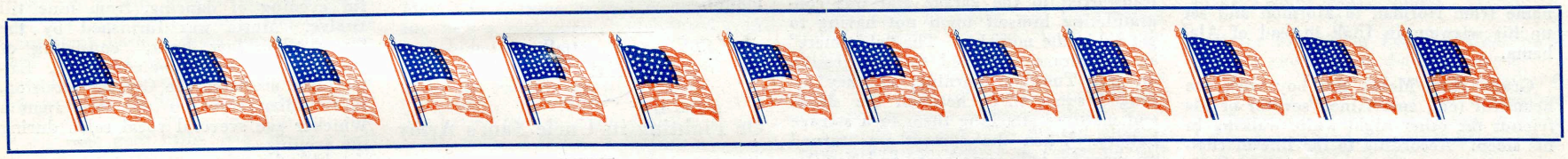


# "Dope" Says Goodbye

Today "Dope" passes to the Used-to-be, to that far place that's known as Memory.

Born last September, "Dope" has prospered well, has smiled its smile and raised a little hell; but all the hell has been of friendly kind; mistakes were not of heart, but of the mind.

"Dope's" served to pass around the Depot jokes; it's cost the fellows, too, a lot of smokes, when weddings or engagements brought surprise and only good cigars would stop the guys.

"Dope" hopes that, in its brief existence here, it may have spread a little touch of cheer to "Dopey Danny," old Slim Carter and the rest who've helped to make our fellowship the best.

"Dope," though it now must pass away, has had its fun with Jazz McClure, Harvey Marsh, Vandivier and Gray. It can't forget young Johnny Blank, Mike Mannon, Caldwell and Frye and all the other fellows "Dope" has helped to guy. We've all been friends, from "C. O." down the line; we've proudly called each other "Pal O' Mine."

"Dope's" heard a lot of "flighty" talk from fellows who would rather fly than walk; from fellows who would rather walk than fly, and "Dope" can't tell which is the "flighty" guy. There's some "up in the air," we know, because they didn't get to fight the foe; but now the world's a place of peace once more—so, fellows, what's the use of getting "soar"? Let's all be friends—real pals—and part as such, for you and "Dope" have helped to beat the Dutch!

"Dope" will miss the little glad girls Grace, Marian, Nita and Miss Appel who were always glad to get the "Dope."

"Dope's" editor was on a furlough this week, so Castetter, the busy Business Manager, will take all the blame for this last flight.

So, goodbye, boys, "Dope's" leaving you today—"Discharged"—I guess, is what you'll say. "Discharged" will do to mark your "Dope's" death knell—that's better than to say "A. W. O. L."

Taps!

# *"The Three Flags"*

By WILLIAM HERSCHELL

*A SMALL service flag, with its symbol of blue,*
*Came out of a window—the conflict was through!*
*A glad mother smiled as she folded it, too;*
*Rejoiced that it all was done.*
*Her boy had come home from the furies of France,*
*His soul still aflame with that final advance;*
*He was strong, he was brave—she could see at a glance*
*Why France and her allies won.*

*SHE kissed the loved emblem and laid it away*
*With treasures held sacred for many's the day,*
*Then prayed that a relic it ever would stay*
*And sadden her heart no more.*
*Through months that were ages that little blue star*
*Had bound her lone heart to a soldier's afar,*
*But now he'd come back without even a scar—*
*Her boy as he was of yore.*

* * *

*IN THE house next door is another small flag*
*Whose loyal blue star sees the weary months drag*
*As it waits for a boy and his old duffel-bag*
*To come from a foreign clime.*
*The little star knows there is work he must do,*
*That, deep in his heart, he is wishing were through,*
*For then he'd come home—as he's hungering to—*
*But he must abide his time.*

*EACH day a fond mother scans papers and mail*
*For tidings of ships that are listed to sail—*
*For one that shall turn him the glad homeward trail*
*To her and his service star.*
*They'll hearken to all of the tales he will tell,*
*Of comrades who conquered and others who fell;*
*But he has come out of it, honored and well,*
*And oh, how happy they are!*

* * *

*BUT, on up the street, by a cottage grown old,*
*A passerby pauses that he may behold*
*Another small flag—one emblazoned with gold!—*
*The star of a martyr-son!*
*A woman peeps out from the curtains to see*
*Whose pity is hers—though she asks none—not she!*
*Her boy was a soldier—a soldier she'll be*
*Till heaven shall make them one.*

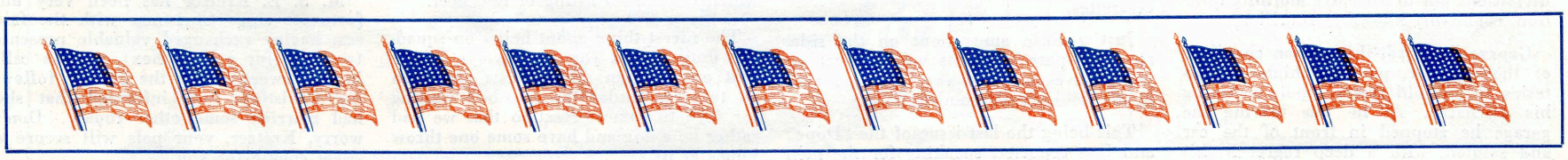
*HER grief, at first bitter, long forerun by dread,*
*Reveals him now living, though named with the dead.*
*When tears seek a conquest, she whispers instead*
*His name—as a mother can.*
*How proudly she sees him go forth to the fray,*
*No quarter for foes of a breed such as they;*
*He died like a soldier—she reared him that way—*
*A soldier! A son! A man!*

# Airmen In Civil Life

There has been no small amount of speculation as to whether the men whom war placed in dangerous and spectacular work would be willing to return to the comparatively quiet and humdrum pursuits of peace. Inasmuch as the aviators were the men to whom opportunity for individual adventure and daring was afforded more than to any other class, the wonderment was most keen as to the occupations which they would select upon their return to civil life.

According to a statement of the Aero Club of America, the airmen do not wish to take up their careers where the call to war broke them off. They have sensed the thrills of the upper air; the conquest of a new element has fascinated them. The aerial mail service affords them an opportunity to continue their work in aviation; but many of them appear to find this tame and uninteresting. The commercial development of aviation offers another field. A London-to-Paris passenger and freight service is already in prospect; one from New York to Philadelphia is planned for the early summer. These offer fields for the development of speed and carrying capacity in planes; but they do not provide—and, indeed, it is doubtful whether anything can do this—a substitute for the thrills of meeting enemy planes in aerial combat.

Perhaps the particular calling which will offer the greatest attraction to the more adventurous aviators is the development of new types of planes. The early years of this century brought the automobile racer into prominence. One disadvantage of the holding of an aerial sweepstakes would be that it would be rather farcical to attempt to charge ad mission to spectators; but there would no doubt be enough prize money offered to make the winning of such events well worth while. Then there are the trans-Atlantic and trans-Continental flights yet to be achieved, and there might be a market for the "gentleman's speedster" type of plane. It may be that there will yet be thrills enough, even in a world at peace, to satisfy the most insatiable aeronaut.—Aerial Age.



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# SQUADRON NOTES

## 809.

WANTED—To exchange one nice home at York, Pa., for any kind of a home in any part of the state of Indiana. I am a poor soldier and desire to become a Hoosier without delay. Anyone wishing to live in the United States address Clayton A. Riley, 809th Squadron, Speedway, or call Belmont 2421.

We see by letters found in the waste paper basket that Sergeant Jefferson Davis Norman, Jr., has more than one girl, who seems to think she is going to marry him. It would be an easy matter for Jeff to get away with if he cared to. He would simply have to change his last name from Norman to Mormon and set up his wigwam in Utah instead of Alabama.

Grape Nuts Motts, the boy with the beautiful feet, entertained several of his friends the other night while walking in his sleep. According to the line of chatter and names mentioned he must have been picking prunes, digging potatoes and a lot of other things too numerous to mention.

Demon Ed Larson the (Terrible) Swede, outfought Paducah Kid Saffer during the first round of their twelve-round bout at Seldom Inn club Monday night. Both fighters topped the scales at 190 pounds bedside.

(Loose) North and Slim Williams are registered at the Waldorf-Astoria, New York City.

We have often wondered how and why Goldstein and Joffe joined the air service. They surely took an awful chance by passing up the quartermaster department which is practically made up of heroes from Jerusalem.

Tony Fischlein is on his way home to get a few more of the popular records we heard once.

Fireman Ross stayed with us just long enough to get a furlough. We don't know where he is going, but whats the difference as long as he got the furlough.

Bill Peckerneck is due back this week from up Boscobel way. He promised Ostrander he would let the people of that fair city know the war is practically over.

A call was made for government workers at the U. S. employment agency (canteen) Thursday morning. Harvey Marsh volunteered his name so he could tell them a thing or two.

The big boy from Smyrna, Dela., 151 pounds gross, has a new widow on the string. She calls him "Cupie." Be careful, old boy, wedding bells don't ring for you'll never see the land of muskrats and oysters again.

Q. T. The question is, why did Sergt. Major Cooper come so early Tuesday evening satisfied but not very happy.

## 810.

"Sleepy Kid" Miller is now the most proud young soldier in camp. He was recently made corporal of a squad and gets so enthusiastic at reveille that he tries to report two squads at once.

Jack Keefe says he is getting grey-haired waiting for his discharge. He is afraid that brick-laying will become a lost art with him as he admits that the work of bricklayers in the army is entirely different from civilian life.

Bill Deschesne is the proud possessor of a new pair of trousers and says he will be all dressed up the next time he visits his harem down town.

"Obee" is still trying to make the world democratic. He even goes through the barracks giving the fellows special invitations out to his early morning function, commonly known as reveille.

George Bonnard, the veteran chauffeur of the Cadillac, paid his highest courtesies to his old friend upon receiving his discharge. As he was leaving the garage he stopped in front of the car and saluted, with a deep regret in his heart that he could not fulfill the first general order as it appeared in the Dope last week.

Peters made a wild dash for the orderly room last Monday to sign the payroll. Anyone wishing to borrow money next month just see Peters.

Saul says if he made as many mistakes intentionally as he does accidentally that he would be a d—— mean cuss. We thoroughly agree.

We wonder if Bob Wall is still getting his telephone messages. He does not seem very cheerful any more.

810's infant, Nevilles, was recently transferred to the garage and was congratulating himself upon not having to get up in the morning. The "old-timers" at the garage corrected this impression on last Tuesday morning, as they arranged some wires between the sheets and mattress attaching them to a storage battery. When the current was turned on, cries for help were heard and Nevilles left his bunk more hastily than ever before in his life.

"Chubby" Connors took some of his friends to a dance recently, but did not return with them. Those in the party are still his friends but are going to be more cautious in accepting his invitations hereafter.

The New Jersey Mosquita "Chubby" will have to be very careful where he takes his friends from now on, or he won't have any friends. What do you think about it, Connors?

Our old-time friend, Rube Cooper, "the farmer,' is taking dancing lessons. Look out, girls, don't crowd, one at a time, please.

"Tuffy" Hannon, the noted warehouse rat and purchasing agent, was seen selecting chinaware one evening last week assisted by a young lady. We wonder if the Aero Supply is to carry a stock of chinaware or if "they" are going to start a little property return account of their own as soon as he gets the coveted discharge.

The boys of 810 know how to get by one of the new military police. After being successful in a mouse hunt on Wednesday evening one of the boys threw the animal at Waters and he was too badly scared to throw either of the field shoes with which he was armed. Just throw him a harmless dead mouse and one may have free passage.

## 811.

It may cause Jazz McClure a little more trouble but he can still borrow Wagner's light overcoat by calling at L. Strauss & Co., where Wagner is employed.

Now that four new men have recently been attached to this squadron there is a possible chance for four more of us receiving a discharge, providing we have a wife and seven children, a prosperous business in Indianapolis, or a farm in the west.

Private Sowell has given up all hopes for a discharge and is devoting all his spare moments to dancing.

When you think of a riot, think of Becker and Wadelick.

Now that Sergeant Segestrom has been appointed chief of the M. P.'s and we understand his business is to see that the men are always on the job—but don't disturb Tolan, Sergeant, as he works nights now and his only chance to sleep is in the day time. No, he is not in the shops now and has resigned his membership in the Gold Brickers.

Anderson claims his car is the fastest in town and the only time any one can catch him is when he stops to buy cigarettes.

Just a little amusement on the side, so your spare moments will not get on your nerves or bore you. An ice rink in the field across from the Post.

This being the last issue of the "Dope" and I as reporter, speaking for the men and wishing to link their number together for the last time. Sergeant-Major Swiggert and Mess Sergeant Hayden, the two most popular men in 811. We wish to thank Hayden for the meals we have had, and Swiggert for his efforts in trying to better them.

Who takes the piano home when we are discharged, Jimmie, Pete Brown, or Sullivan.

All kinds of official dope since Atherly is orderly at headquarters.

Somebody please buy or donate Radenmacker a pair of shoe laces, as DeVos says he is a nuisance.

The supply room has a fresh supply of khaki handkerchiefs. Ask Saul.

One of the men claims he saw Hawkins washing clothes. Too bad, Carl, it was such a disastrous early part of the month.

## "OVER HERE"

### Or Fighting in Uncle Sam's Army

Suggested one-reel slam bang, give and take company sketch.

Place—Boy Scout mess hall.

Time—Evening meal, 4:45 o'clock.

Characters—In order of occupancy of center of stage.

Tennessean.
Cadet.
M. S. E.
Small soldier.
K. P.
Many soldiers to complete mess scene.

Opens with meal in progress—air of contentment for dramatic contrast with ensuing features.

T. starts action which does not cease until film breaks.

T. throws morsel of bread at C.

C. takes two doughnuts—interned since entrance into war—throws same—bona-fide—at T.; range miscalculated hits plate of M.

Author's Note: Should there still be more celluloid, action can be contained by having bowl stopped by head of some innocent soldier not a party to the afray.

Great possibilities for a four-reel feature can be developed by using imagination and such mess hall "props" as salt shakers, gravy dishes, ketchup bottles, stove covers, etc.

THE SILENT OBSERVER.

We notice Aviator Baker is acquiring a very graceful bearing of late, and goes about the barracks counting his steps, occasionally dragging one foot on the second count. This is probably due to his regular attendance and persistant efforts at dancing school.

## 821.

Here's to our new "Top" Sergt. Goepper. May he live to get his discharge and slip past his enemies at the gate.

Sergt. Rogers, who was acting top for a few days, has now taken refuge in the Maintenance Department.

"Knock 'em cold" Ashley has been assigned to squadron duty. We suspected him of being a gold-brick for some time, and now we know it.

Our worthy editor, Pvt. Wickizer, is enjoying an eight-day furlough. He left for home last Sunday.

Hugh K. Rapp is off on a six-day furlough. It's the best he could do; so he left our midst last Wednesday.

Probably Derleth thinks he's the hardest boiled guy in 821. He staged a wrestling match with a poker in the mess hall a few days ago, and after the affair was concluded it was found that while the poker had suffered very little, Derleth's face had sustained a slight dent which required a filling of raw beef.

The nicest thing about being on squadron duty is that you can always be the first one to sign all the lists and then go to sleep under the pass-box waiting for 4:30 to come. Next to that we had rather be a dog and have some one throw bones at us.

Well, even our old friend Sprankle got out at last. He's still on the same old job though, and says things are not much different from what they were except that he draws about three times as much pay, wears civilian clothes, gets a two weeks' vacation with pay, talks back to his boss, and can quit when he pleases. So you see you never can tell. You may have to go back to civilian life yourself some day and wear a red tie for the sake of distinction.

### 821 BANQUET

7:30, dinner.
Oyster cocktail.
Tomato bullion.
Turkey and dressing, sweet potatoes.
Peas.
Fruit salad.
Coffee.
Brick ice cream and cake.
Cigarettes and cigars were passed.

The north barracks furnish a delightful evening of dancing, from nine till twelve. Music was furnished by the "Irresistible Jazz Four," consisting of piano, drums, saxophone and banjo. Latter three are from the Cyclone Division. Mrs. Lillian Heuslein and Miss Juanita Whicker gae sveveral vocal solos during the evening.

The "Speedway Follies" social committee have arranged for a dance at the Hotel Lincoln this Monday night, February 3, 1919, at 8 o'clock. It is the intention of the committee to make this an affair not to be forgotten. The "pep" jazz band that caused so many a little girl to stay out after nine, last Monday night, when the Skylight Squadron had their big time, will try their best to make it snappy, Monday night. Only the men that were involved in the show are invited as this is the means selected to repay these men and the town girls who made the show a success by their untiring efforts.

Sergt. Rogers, if not a millionaire, is the equivalent.

Hall is full of mystery these days, don't talk, eats plenty and thinks a lot. What is it?

In the spring we boys are going to dredge the ice pond and have a first-class swimming pool. Fish too. Sure!

## STOCK ROOM E

Corp. Schwegman was seen in a dark corner of the stock room brushing up his new sergeant chevrons. Stick to it, Schweg, for by the time you get out of this camp you may be a grey haired shave-tail.

McFadden says: M. S. E. Kretzer is doing him wrong by putting this dope in the paper about his fancy ball-room dancing and his St. Louis girl. He says he has to send his steady and only girl a paper each week and that if he fails to do so, she refuses to believe that the press broke down. Don't worry, old boy Mac, she will love you just the same.

Corp. Miller, who has been used to swinging wrenches and hammers in Papa Worgler's department, has been working for Kretzer the last couple of weeks, pushing a pen. He has been looking rather sickly the last few days and as his condition is no better we have changed our mind about his troubles being due to daily pancakes. We have now ordered him a gas mask for we really believe it is the smell of ink that has had those effects on him.

Sergt. Weinbrecht was asked how he liked tail spins in an aeroplane. He said they were all right for those who liked them, but he would rather get his old pal, Nig Henry and himself and do tail spins in his old iron horse, the Ford, because they can be closer to the old clay they call mother earth.

Wanted—Information on any girl who thinks she can be true to a fine looking blond sergeant, who believes he can make her happy and furnish her with a good home. Apply M. S. E. Kretzer.

M. S. E. Kretzer has been very unfortunate since Christmas with the fair sex, having exchanged valuable presents (presents for a hope box), and on calling his sweet cookie the Sunday following Christmas, was informed that she had married some other rookie. Don't worry, Kretzer, your pals will secure a sweet cookie for you.

# ENGINEERING DEPARTMENT

It was not until after the entire Engineering Office force were sent out on a wild goose chase to find the captain's dog that Sergt. Crump began to realize that you can not hold a dog down after feeding him rubber bands. Crump, don't think that because he is an airedale in the air service you can make a kangaroo out of him.

Now that Sergt. Stedfeldt has returned from a ten-day furlough we can expect to be discharged most any day.

One of the most interesting debates ever held in the Engineer's Office took place Monday afternoon between the hours of 1 and 4:30 p. m., with Sergt. Stricker and Corp. Henry playing very important parts. After three and one-half hours of debating they decided to punch each other when a mistake was being made at the dinner table on the night of the party. It so happened that every time poor little "Nig" made a bull he had his knife in his mouth, and now his face looks like a sieve.

One of the most uncalled for attractions at the 821st dinner party was furnished by Stricker's lady friend when she attempted to shove the soup bowl through a knothole in the floor. Stricker did not get so mad at this breach of etiquette, and neither did he get sore when she drank coffee out of her saucer, but when she tried to clean her knife on his sleeve—well, he knew what he knew when he knew it.

Wells, "the master mind," has severed his connection with our select circle. He says the place became altogether too tame for him after Markum left.

Stedfelt is back on the job again. He says he would have asked for his discharge long ago only he knows we can't get along without him.

Since Weis has become a master filer he feels entitled to take a little time off during the busy day to wash his leather goods in gasoline.

Crump has not been able to settle down again and get back into his old form since he went up in the air this week. He's up in the air yet.

Since Markum left, "Nig" Henry has taken over the management of the art gallery.

The four members of the drafting room quartet are still busy trying to appear hard at work.

Round his legs Stedfelt wears his purple leggin's,
He wears his purple leggin's when he goes to town at night.
When we asked him why he wears 'em
He told us that he wears 'em
For his lady who thinks they're just about all right.

Stricker is enjoying poor health at present.

Cooper is now running a close second to Retsig as an amateur collector of young ladies' photographs.

We wonder what's the big idea of Crook's overall costume in the office. Maybe he's trying to fool us into thinking he's a real sure enough hard-working shopman. Better spill a little gasoline over your clothes, "Sargint," and make the camouflage worth while.

We have a figurer in our midst,
His name, I think, is Wynne,
He figures so much both day and night
His eyes are turning in.
And when he multiplies or divides,
He has a funny rule:
Its middle part slides in and out;
Ball bearings keep it cool.

Now we know where all our rubber-bands go: the office dog eats them. This morning he was bouncing around like a rubber ball.

*We wonder if Uncle Sam would mind appointin' an Irish stew director while he's at it?*

*Cal Tape has been invalidated home from Camp Taylor.*

## FINAL ASSEMBLY NOTES

There has been quite a bit more production in the final assembly, since three carloads of coal were seen passing the shop door on their way to the coal pile. Speaking of coal pile, it reminds us of the fact that Morrows and Blaine have seen previous service at it. Saffers claims he had nothing to do with their being on the coal pile.

Rapp is on a six-day furlough recovering from nervous prostration due to mingling with the I. W. W. too much. (Indianapolis wild women.)

Isn't it wonderful to watch Stoats and Scotty work together. They are such nice boys, dont you know!

M. S. E. Grossbeck has something like $37,000 in contracts with the various fair associations in the U. S. and Canada to give trick flying exhibitions. The Grossbeck nose-dive is the only one of its kind in the world. The best and simplest way to explain it is to say that it is a nose-dive with the tail first. He is also going to give an exhibition at the coming Liberty sweepstakes races.

## *FUSELAGE.*

Baldy Blackaby, who was recently discharged, wrote Jeffff Norman that he was forwarding a second-hand go-cart with dual controls, propeller, etc., which he thinks will help Jeff when out kidnapping and cradle-snatching.

Somebody said the saw Uncle Fred Clapsaddle dashing down Washington pave with a hundred dollar bag hanging on his arm. How about it, Unc?

When Red Collins hollers "gang" in the morning, we all know Ew Campbell is undressing.

Olson says he never will be satisfied until he kets Seaweed down on the South Sea Isles.

Willie Sammons' helmet seems to have the same effect on some of the gang as any good burlesque show.

Knapple has charge of the tail surfaces now and Sergt. Saffers says that he will not have to worry any more about the enysanage.

Lost—One Longeron stretcher. Kindly return to owner and receive reward. You can keep the longeron but give me my stretcher back. With tears. Sergt. Fetterall.

Fetz is always denying that Craig is his twin brother, and we want to say that it is awful mean of him to do so because Craig is absolutely harmless.

Tellier has been appointed inspector by Lieut. Eldridge in the Final Assembly.

Blaine says he is going to kill the first person that mentions an aeroplane to him when he gets his discharge. We are all for you on that, Blaine.

Waidelich and Tellier are doing a flourishing business with their new ivory screw driver. They have formed the American Screw Driver Corporation and expect to get a discharge on industrial grounds, claiming that their article is needed on the market and that they have to give their undivided attention to hunting for ivory. Sergt. Saffers is demonstrator.

*Mrs. Tipton Bud went t' Melodeon Hall last night, an' stood up fer th' "Star-Spangled Banner," an' set down on her knittin'.*

*Miss Fawn Lippincut went up t' Indynoplus t' see "Pollyanna" yisterday, but had to leave before th' last act, as she run out o' yarn.*

# MAINTENANCE

Sergt. Sprankle, post plumber and illustrious author among whose literary productions are numbered such valuable books as "Cooking vs. Plumbing, or Why Did I Not Become a Mess Sergeant," and "Battling for Freedom, or Going, Going, Gone," has after much persuasion reluctantly accepted an honorable discharge. Mr. Sprankle will work on the post as a civilian, however. The rest of us envy his discharge but when we get one we will go so far in one hour it will take six months to get back within the range of the Western Union.

Lieut. Anderson's new dog reported for duty Monday morning. From the attentive way he watches things around here, it makes one feel happy that he is not trained to talk. Lieut. says he will make a good shovel hound.

Major Frissell to Peters—"What position do you hold at the Speedway?"

"Peters—"Oh, I am an all around mechanic, but right now I am a member of the transportation committee and my headquarters is at the guard house. Any coal today, Sir?"

Michaels speaking to Lieut Anderson—"Good morning, Lieut. Lieut., how are you this morning Lieutenant? Why, Lieutenant, they want some coal at 810 Squadron, Lieutenant. Lieutenant! Oh, he's gone."

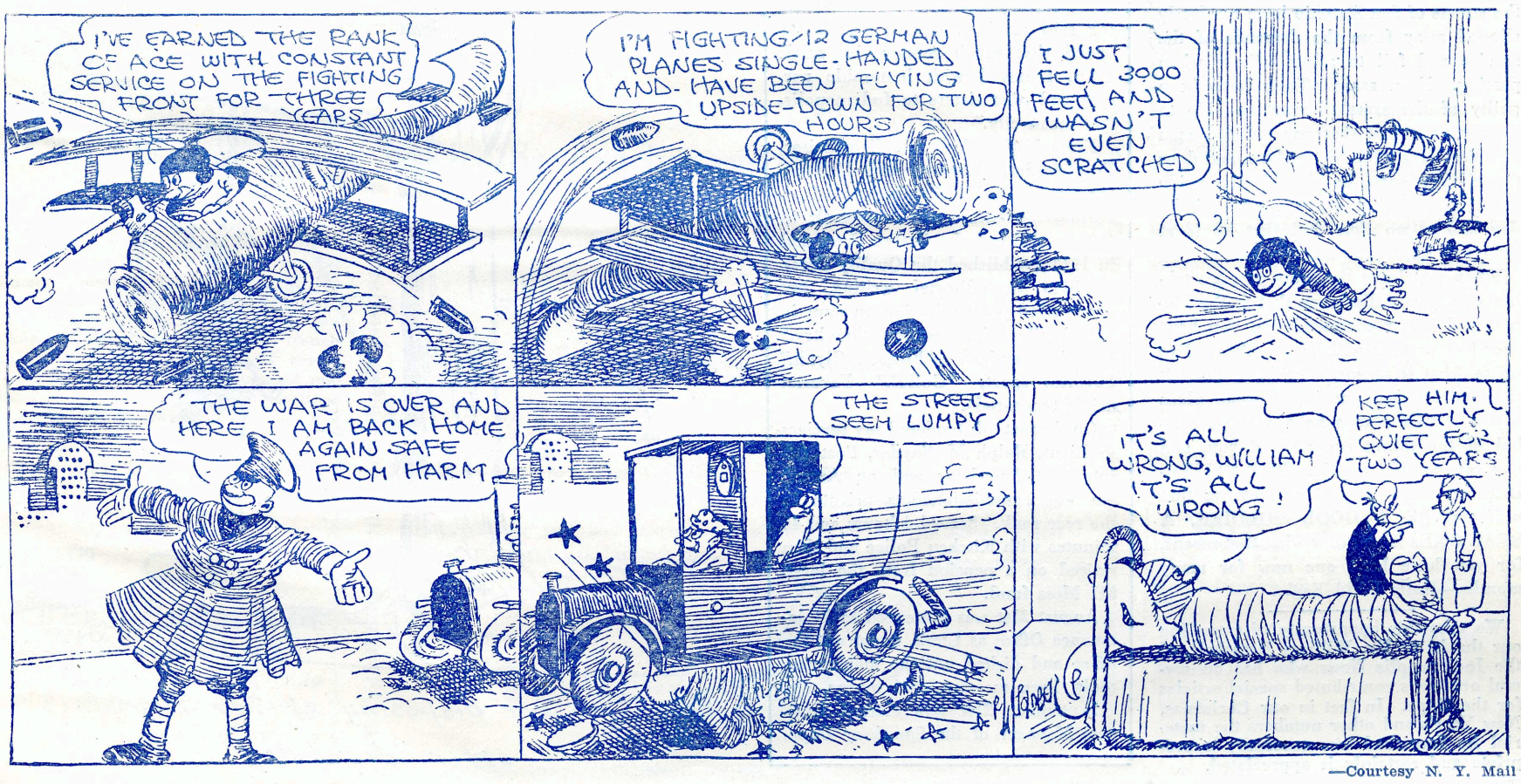
Many winged soldiers have taken advantage of the opportunity offered by this department to learn new trades during the last week. We do not advertise, but anyone desiring to learn the coal business or expecting to make application for entrance into the hod-carriers' union, will profit by seeing us concerning our course. This course is practical from the ground up.

Corps. Ducci and Holcomb of this department, have been recommended for sergeancy. Upon learning this they fell into each others arms and wept bitterly while hot tears of remorse trinkled down to the ground as they reflected upon all the nasty things they had said about the army. Get 'em, recruiting officer.

Ohrding wants to know the answer to the riddle, "when is a hole not a hole." He dug one three times in the same place and when it was done there was still a hole.

Derleth says he will stay in the army for an M. S. E. rating. Gee, aren't these buck privates getting extravagant? But still he can't see things very clear since he got his right eye too close to a skillet.

## It's All Wrong, William, It's All Wrong . . . . . By Goldberg




—Courtesy N. Y. Mail

# SPEEDWAY DOPE

Published every Saturday by the Enlisted Men of the Aviation Repair Depot, Speedway, Indianapolis, Indiana.

For Advertising Rates write C. C. Castetter, Business Manager, Headquarters, Speedway, Ind. Telephone Belmont 1700.

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COOK LEO KALB----------
----------Reporter 811th Squadron
SGT. H. P. PRICE----------
---------Reporter Q. M. Detachment
SGT. DON CURLY-----Sporting Editor


## "WATCH YOUR STEP"

Every man that wears the uniform of the United States army should be everlastingly proud of that privilege and make it his aim to see that he upholds the traditions, customs, and requirements of that great fraternity on every occasion. We note with regret that it became necessary the other day for the Secretary of War to make an appeal to civilians not to assist in obtaining or giving to returning soldiers intoxicating liquors of any kind, it evidently having become a matter of public comment that many soldiers wearing the uniform were, through laxness and abuse of privileges extended to them, indulging freely and exhibiting themselves in public in a condition that subjects even the civilian to severe criticism. We all to be sure have a let-down feeling since we have known the great struggle for which we enlisted is practically over and that we are all upon the eve of returning to civilian life, but let us all remember not to prostitute the wonderfully clean record attained by our great army since April, 1917, and thereby submit ourselves to the criticism of the bystander.

Every soldier, and every civilian too, should understand that just so long as a man wears the uniform of the army, whether he has been handed his discharge or not, he is expected to observe the decorum of a soldier, and to live up to the courtesies and behavior incumbent upon a soldier. He not only should take pride in doing this for his own sake, but as a demonstration of the proper esprit de corps that makes for success in any organization.

It has been noticed that soldiers upon the streets of San Antonio have carelessly slipped away from the demands of the service and fail to salute officers when passing. Even some officers have been guilty of the same discourtesy. Up to the very moment that any enlisted man or officer lays aside his uniform and dons the civilian garb, he should take pride in being a soldier every minute of the day and at no time feel that he is at liberty to ignore the military salute.

When you leave the army you are taking with you a discharge that is the biggest and best recommendation you have ever had or ever will have. Always live up to what it means, cherish it, show it to your friends, put it up some place where it will always be a guiding symbol of the things expected of you, and you can not fail to win. BUT REMEMBER, so long as you are wearing that uniform, BE A GOOD SOLDIER, A REAL ONE. You know what that means, for you have been one now for many months.—Kelly Field Eagle.

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We take this opportunity of extending our thanks to Mr. William Herschell, of the Indianapolis News who has on several occasions contributed special articles for the Dope. In fact in our Christmas, New Year's and other numbers the material he furnished was especially appropriate and certainly is appreciated.

We take pleasure in publishing the names of individuals and business houses who, through their loyal and patriotic support in the advertising columns of The Speedway Dope, made it possible for us to give the dope to all of the enlisted men of the Aviation Repair Depot free of charge for the last nineteen weeks: L. Strauss & Co., Marott's Shoe Shop, Bedford Stone & Construction Co., Hamilton, Harris & Co., Vonnegut Machinery Co., Hotel Lincoln, Terminal Tailors and Toggery, Kiefer-Stewart Co., Hatfield Electric Co., Van Camp Hardware & Iron Co., Kahn Tailoring Co., Yuncker Bottling Works, Dexheimer Studio, Bretzman's Studio, Holland Studio, Craig's, Ryan's, Carter Paint Co., Standard Oil Co. of Indiana, Vacuum Oil Co., Indianapolis Blue Print & Supply Co., Ryker's Restaurant, Claman's Dairy Lunch, Buschmann Dance Studio, Parker Tire & Rubber Co., Mr. Roltaire Eggleston, manager, B. F. Keith's Theater, Mr. S. Barrett McCormack, manager Circle Theater, Mr. Nelson W. Trowbridge, manager Murat Theater, Mr. Ad Miller, manager English's Theater, Mr. Leonard, manager Rialto Theater, Mr. Black, manager Majestic Theater, Messrs. Barton & Olson of the Lyric, Alhambra and Isis Theaters, Indianapolis Engraving & Electrotyping Co., Budweiser Cafe, Feltman & Curme Shoe Co., Dilling & Co., Jackson Supply Co., Deschler Cigar Co., Polk Milk Co., Hayes Bros Co., Fletcher American National Bank, Continental National Bank, Mutual China Co., John B. Bright & Son, A. J. Douglas, E. W. Stucky, Pittsford Purity Pie Co., Standard Uniform Co., Ballard Ice Cream Co., Indianapolis Light & Heat Co., J. B. Moos Co., House of Crane, Wm. B. Burford and Gem Laundry.

(Signed)
Corp. Claude C. Castetter,
Sgt. Russell F. Taylor,
Business Managers.

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Throughout the pages of the Dope in this final number we have a number of Abe Martin's sayings about the war which through the courtesy of Mr. Kin Hubbard we are allowed to publish. "Many thanks, McKinley."

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There have been from time to time in the Dope's editorial columns editorials and poems of special merit pertaining to the world war which were possible through the courtesy of Senator H. E. Negley.

## WHO'S WHO?

C. C. CASTETTER
Business Manager *Speedway Dope*

Born February 16, 1884, ran wild until 1898; honorable grandfather was editor and owner of newspaper, therefore I was printer's devil from 1898 to 1900, receiving $1.50 per week for said services. Being unable to spend that much money in small town, removed with honorable parents and nine sisters to Indianapolis, "no mean city."

From 1900 to 1908 was Compositor, Proof-reader, Foreman and Manager for various publishing houses. First business adventure was successful; in 1909 established the Caslon Press and in 1914 established the Quality Press. Dabbled in editorial writing, but never tried poetry, having an aunt in the family who writes "poultry." Favorite author, "Elinor Glynn." Favorite sport, "Golluf." Favorite drink (censored).

On August 6th tendered my services to Lieut. Ralph M. Snyder, Post Adjutant at Speedway and on August 9th was commissioned a private in the rear rank. Served 4 hours and 45 minutes with Kitchen Police and then retired on a pension from the large 811 Mess fund.

August 21st was sentenced to Maintenance Office as Clerk, swept out the office and dished out the manicuring tools, lawn mowers, coal scoops, etc.

September 21st was elected Business Manager of the *Speedway Dope*.

## Autobiography of a "Warehouse Rat"

### PART TWELVE

(By "Gus")

We have all been wondering who wrote the article which has always occupied this space.

The Rat came to Speedway, February 5, 1918, has been the rat ever since.

"Who?"

1st Lt. E. W. Hamman.
Per "The Rat."

## NEGLEY TO INTRODUCE ANTI-TIPPING MEASURE

An anti-tipping bill is to be introduced in the Senate by Senator Harry E. Negley, of Indianapolis, and is to be known as the "Commercial Bribery Bill." The measure will be rather broad in scope and its author says that its main purpose will be to eliminate much of the graft and trickery that exists in buying materials for firms and corporations where varied inducements are offered to bribe or influence purchasing agents.

The language of the bill is such, however, that it virtually amounts to an anti-tipping measure. Couched in its legal phraseology it bodes all manner of dire things. For example, it says "Any person who shall conspire with any other person, firm, corporation or public institution to accept or receive any emolument, pecuniary inducement or thing of value in return for performing any act within the line of his ordinary employment in the service for which he is employed, shall be guilty of the crime of 'commercial bribery.'"

## GEN. LEE RETURNS HOME

Brigadier General Charles Frederick Lee, R. A. F., chief of the British Aviation Mission, sails for England on the "Adriatic", February 8th. Following his service with the British Expeditionary Force in 1914, 1915 and 1916, General Lee returned to England to command the Training Brigade, R. F. C. He joined the British Mission to the United States on November 30, 1917, as officer commanding the Aviation Mission. His home is Grove Hall, Knottingley, Yorks, England.

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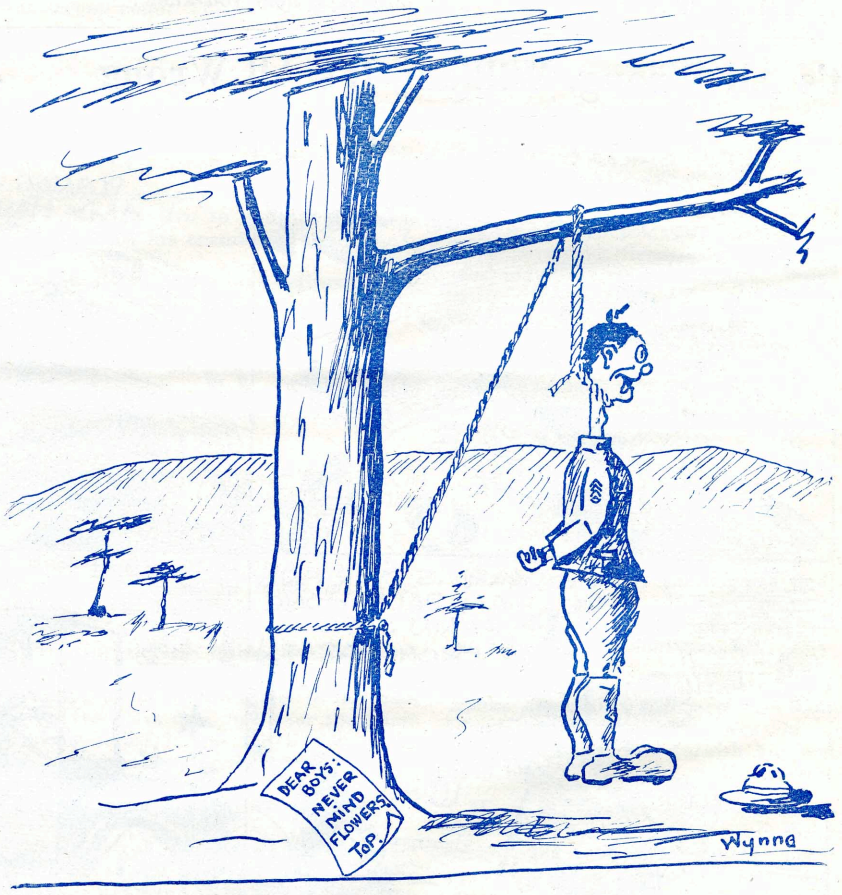
## MAJOR BIDDLE SPEAKS

Major Charles J. Biddle, A. S. A., recently commander of the 4th Pursuit Group, A. E. F., delivered a lecture before the National Geographic Society in Washington, January 24th. Following the Major's interesting accounts of the operations of the American Air Service at the front, new moving pictures taken by the Signal Corps in France, were shown, including a picture of "Captain" Biddle and his old Squadron the 13th.




Plan for disposing of Top Sergeants after discharge

## BRITAIN PLANS AIR INDUSTRY SUBSIDIES

LONDON, Jan. 8.—The British government may subsidize the air industry to give it the necessary financial stability for rapid peace time commercial development. The air subsidy plan is being considered by the air ministry among other proposals.

Under subsidies it is hoped private concerns will be building thousands of commercial planes and operating them as mail and passenger carrying vehicles. This, it is pointed out, would insure employment to thousands of expert aviators trained during the war. Furthermore, it would enable Great Britain at all times to have an immense air fleet at her disposal, together with the necessary trained aviators.

The success of the subsidy plan, as it has worked out in connection with the merchant marine and the motor lorries, is being cited as a strong argument in favor of air subsidies.

When war was declared, Great Britain had at her disposal thousands of merchant craft, many which were quickly transferred into the fighting strength of the navy immediately. Hundreds of motor lorries were sent to France from London and other cities were cited.

## GERMANS RELUCTANT TO GIVE UP AEROPLANES

LONDON, Jan. 14.—Germany is surrendering the aeroplanes required by the armistice terms with reluctance. The total number to be delivered to the Allies in good and serviceable condition is as yet far from having been reached. German machines were simply left behind without guards in the aerodromes, and as the British advancing cavalry patrols reached them, guards were posted. In many cases the cavalry found the machines damaged or deficient in instruments or parts, and the question arises whether they were so left by the Germans or whether they had suffered owing to souvenir-hunting propensities of the civilian population.

This point is being investigated with strict impartiality. On the British sector the proportion of large bombing planes —only about twenty were left by the Germans—is very small. This emphasizes the German comprehension of the commercial possibilities of converted bombers.

The total number of German aeroplanes collected by the Royal Air Force is just over 500. It does not follow that anything like the whole of this number will be accepted as coming within the armistice definition of "in good condition." Only a small proportion are immediately flyable, and when it is established the Germans left defective machines they will not be accepted. About 170 of the total number were abandoned in open railway trucks and were, of course, left dismantled, a clear evasion of the terms. Both these and those machines which were left in the aerodromes suffered from exposure. In two cases the Germans handed over groups of machines to local municipal authorities, insisting on receipts and declarations that they were received complete, and the enormous work caused to the Royal Air Force by this haphazard manner of surrender will be realized.

Only at Nivelles were the German aeroplanes handed over in the regular manner. Nearly all these were of the newest Fokker type, though there were some Albatross scout, Pfalz, and two Junkers. These last are armored trench fighting machines with wings of corrugated aluminum, and have a pair of machine-guns which fire through the floor of the observer's cockpit.

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One-half square north of Ohio
J. P. RYKER, Mgr. INDPLS.
Soldiers Always Welcome

WONDERFUL LAURETTE TAYLOR, WHO WILL BE SEEN AT ENGLISH'S FEBRUARY 10TH IN HER LATEST NEW YORK SUCCESS, "HAPPINESS."

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Polk's Milk is Pure, Rich and High in Food Value. Good Milk is Recognized Everywhere as One of the Most Perfectly Balanced Food Products a Human Being Can Use. Increased Efficiency and Improved Physical Condition Will Follow the Liberal Use of
**POLK'S MILK**
More Than a Drink
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**Post Exchange**
HOURS: 7:00 A. M. to 9:30 P. M. Week Days
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**Pies, Sandwiches and Hot Coffee served at Lunch Counter all day.**
Hot Cakes from 7:30 A. M. to 12:00 M.
In order to reduce our stock, we are offering for sale 53 pairs of Canvas Cuff Leggings at $1.00 per pair. These Leggings formerly sold at $1.75 per pair and range in sizes from 1 to 4. All Khaki Toilet Kits, First Aid Kits, Money Belts and Sewing Kits at sacrifice prices.
AGENTS FOR
**L. Strauss & Co.**

## AERIAL TRANSPORTATION IN U. S. AND ELSEWHERE

Captain Benjamin B. Lipsner is concluding the arrangements for the purchase of a number of large planes, each capable of carrying forty passengers.

This is as important an event in the history of aeronautics as was the placing of the first order for an aeroplane by the United States Army in 1907 or by the Navy in 1911 or by the Post Office last spring.

It is an epochal event. The example will be followed. We may expect that scores of concerns will be organized during the coming year to establish aerial transportation lines.

The coming Aero Show being organized by the Manufacturers' Aircraft Association, which has the support and cooperation of the Army, Navy, Aero Club of America and Aerial League of America, will do much to stimulate interest in aerial transportation. So will the aeronautic events being planned by the Aero Club of America and Aerial League of America.

The War and Navy Departments are to co-operate with the Manufacturers' Aircraft Association in the aeronautical exposition which the association is to hold in Madison Square Garden and the 69th Regiment Armory.

Co-operation was asked of the officials at Washington, and as a result Army and Navy representatives were sent to New York with lists of prospective exhibits. Great interest will be created by the exhibiting of the large Navy flying boat, the NC-1, which is capable of carrying fifty passengers, and which may attempt the passage of the Atlantic. The Army group includes a Handley-Page and a Caproni. In addition there are a number of captured German planes and a large quantity of trophies.

Other countries are going ahead with aerial transportation. The second flight from London to Egypt and to India has ended successfully. An air line is in operation between London and Paris. According to the despatches in order to remedy the slowness of correspondence with Alsace-Lorraine, the French Aeronautic Department has organized an air mail service between Paris and the principal towns of Alsace-Lorraine.

A regular aerial passenger service between London and Paris for the benefit of British members of the Peace Conference was opened on January 20. Several aeroplanes were fitted up for this purpose. They have a comfortable cabin for two passengers, including cushioned seats and a table, the whole inclosed with glass.

Major-General Sir W. Brancker, who recently visited America on a British mission, is taking an important post in connection with the Aircraft Manufacturing Company, of which Holt Thomas is managing director.

Announcement has been made already that this company is arranging an aerial passenger service between London and Paris. Plans will be developed in many other directions, including airlines from London to Glasgow, Edinburgh, Manchester, Newcastle, Wales and Ireland; also external lines from London to Sweden, Denmark, Holland, Spain and Italy.

Brancker will direct this scheme of aerial transport and also the higher aspects of international flying, the creation and development of an organization of pilots and aeroplanes. He will plan also the air routes over land, with landing grounds every ten miles, including a route from England to India, and at sea will look after the placing of a series of mark boats at intervals of 200 miles.

An American-British transatlantic air commerce line is one of the ultimate features which he will control, while still retaining the rank of Major-General in the Royal Air Service. Obtaining his services is regarded as a great triumph for the company.—Aerial Age.

**Craig's Candies**
*"Always in Good Taste"*
This ad is inserted not to sell candy but to aid the Speedway Dope.
6. E. WASHINGTON STREET

# HUN RADICALS THREATEN TO OVERTHROW GOVERNMENT

## Assembly Has Menace From All Germany.

### Spartacans and Followers Using Soldiers' and Workmen's Councils to Frustrate Weimar Program

BERLIN, Feb. 2.—(By the Associated Press).—By a vote of 492 to 362 a stormy meeting of the Workmen's Councils of Greater Berlin adopted a resolution in favor of the Central Council convening a national congress of Soldiers' and Workers' Councils to take action on the question of a national assembly and a new constitution and the future position of the soviet boards. Radical speakers at the meeting insisted on the necessity of retention of the soviet rule as a check on attempts at restoration of the dynasty and demanded that their power be enlarged. The meeting also demanded by a large majority the immediate liberation of George Ledebour, the Social Democratic leader, who has been under arrest since Bolshevik week on the charge of inciting to insurrection.

BERLIN, Friday, Jan. 31.—(By the Associated Press).—With the time for the convening of the German National Assembly only six days off, the political situation has suddenly taken on an aspect which must be considered menacing to the government. The Spartacans and their Independent Socialist followers, using as their tools the Soldiers' and Workmen's Councils in different parts of the country, are conducting a campaign which at best can seriously embarrass and handicap all forces working for an orderly democratic government and at worst make the attempt at this ideal impossible for the next few weeks or months at least.

While it is unlikely that any attempt will be made to disperse the constituent assembly at Weimar, there probably will be what amounts to a rival parliament in session in Berlin. The Berlin meeting will be a national congress of all soldiers' councils, called on the initiative of the local councils of Berlin, ostensibly to consider the question of retaining the power of military command in the councils.

**New Soviet Opportunity.**

Among those who have followed the activities of the councils since the recent revolt and particularly in the last week there is little doubt, however, that the congress will afford the Spartacans, Independent Socialists and other radicals an opportunity to insist on the retention of the soviet system alone if possible, but, in any event, as a government department, having equal rights with any eventual parliament or other government body.

Slim as the chances for a pure soviet form of government still appear to be, observers view it as in no wise impossible that the councils might be able to compel their retention in some form, because even many of the majority Socialists, who reject the methods of the Russian government, are inclined to compromise by permitting the councils to have some role in the future government. No less a personage than Chairman Leinert of the central executive committee declares that it might be advisable to retain the councils in some form.

**Cling to "Soft Jobs."**

Fertile soil for the seed which the German Bolsheviki are busily sowing exists in the unwillingness of great numbers of the Workmen's and Soldiers' Councils to be legislated out of their profitable sinecures, but the national assembly of these councils is composed largely of the ruder elements in their callings, men who before the war were accustomed to work for a living, but now find themselves in a position of real authority with almost no work and good pay, and government automobiles at their disposal.

The Bolshevist advocates of the Soviet government have from the beginning been playing on these men's natural reluctance to surrender their authority and perquisites and the developments of the last few days indicate that the campaign has achieved extensive results.

The recent army order of the war minister gave the agitators a welcome issue. This order, as already reported by the Associated Press, authorized the Soldiers' Councils to control disciplinary punishments and elect and remove officers, but did not confer on them the right to exercise the power of military command, or to control the leaders' military orders or dispositions.

The troops of the Gerstenberg division, which are marching on Bremen to liberate that city from the domination of the terroristic Spartacan minority, are not expected to enter the city before Monday. The government troops are moving slowly along both banks of the Weser.

**Spartacans Plan Resistance.**

The Spartacans are reported to be preparing a strong resistance. Their adherents among the laborers at the shipyards are building machine gun nests and strengthening the defense at the yards. They are also posting strong machine gun forces along the roads to Achim and Hemelingen and otherwise preparing to resist the mandates of the Berlin government.

The Spartacans are reported to have occupied the city hall at Bremen and other important buildings.

Majority Socialists among the shipyard laborers as well as the office employes, have left the yards. The Bremen organ of the Spartacans made a half-hearted attempt to induce the working men to wait for a more favorable time before striking, but without effect. —Indianapolis Star.

*"I'll never marry another feller till I see him in citizen's clothes," said Mrs. Art Small, as she left th' court room t'day.*

## YANKS AND SCOTS HOLD BOLSHEVIKI IN NIGHT ASSAULT

ARCHANGEL, Saturday, Feb. 1—(By the Associated Press).—While they have succeeded in capturing the Shenhursk and Taveseve sectors, the Bolsheviki are still unable to make any impression on the American and allied lines on the Dvina sector near Tulgas. For the second time within a week, a night attack by the enemy there was repulsed by the Americans and the Scotch.

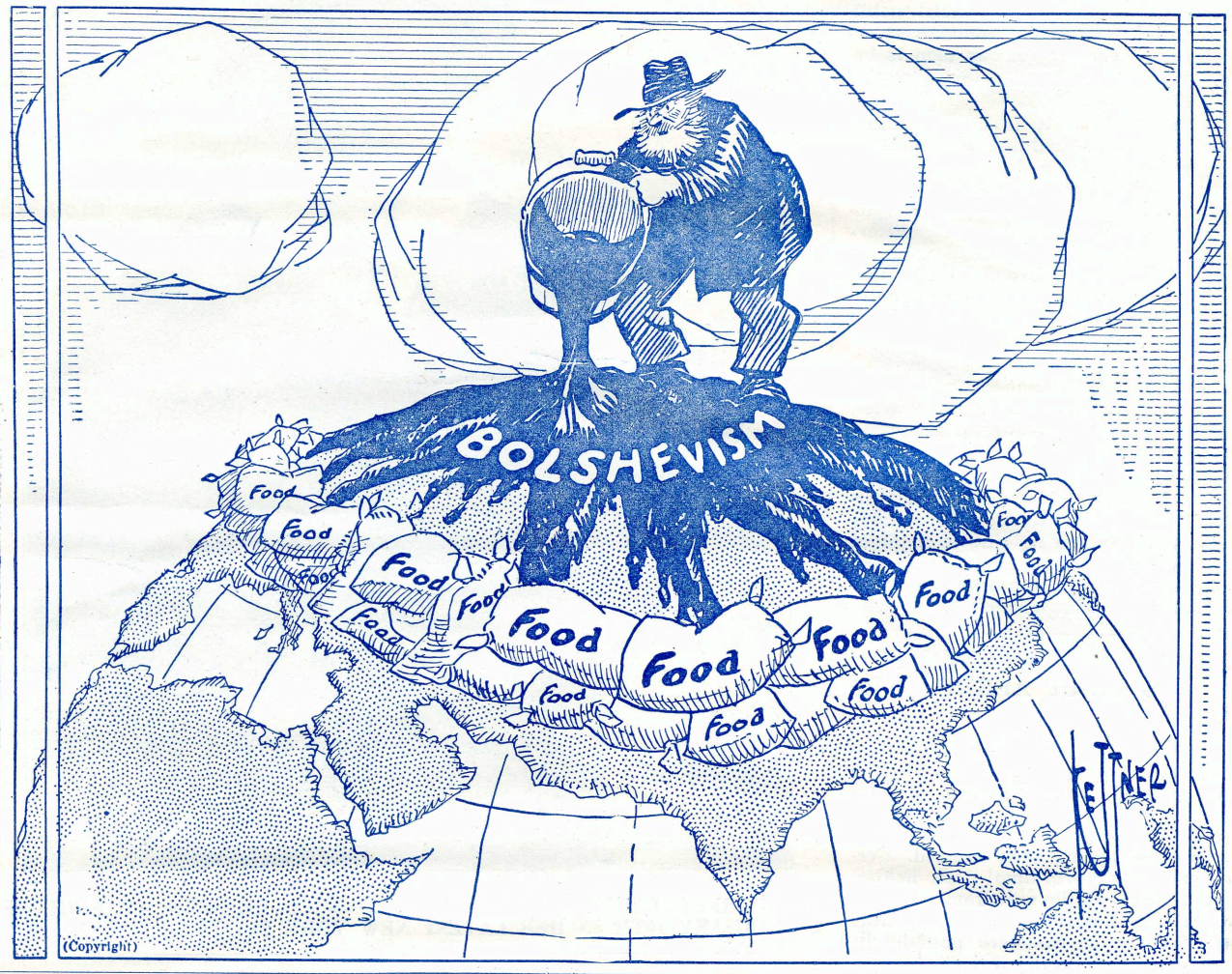
The latest attack occurred early Friday. The Bolsheviki stormed the Upper Tulgas, but met with severe resistance from the American patrol, who, however withdrew, giving their artillery a clean sweep of the village. The Americans killed twenty of the Bolsheviki, wounded twenty and took seven prisoners. The allied patrols on the Taresevo sector moved southward twelve miles without encountering the enemy.

The indications are that the Bolsheviki are not following the Americans on their line of retreat here but are moving in the direction of the Dvina in an effort to cut off the Dvina and Vaga forces at Pointennem, north of the junction point of the two rivers.

Last night's fighting was carried out under a clear sky and in cold weather. During the fighting the northern lights flamed brightly.—Indianapolis Star.

*Our idee of a fine time t' retire is after a hundred successful air battles.*

## The Dike




## FRANCE DECORATES SEVENTEEN AMERICAN FLYERS OVERSEAS

COBLENZ, Jan. 10.—Seventeen American aviators were decorated here today for deeds of heroism, some of which were performed during the fighting around Chateau-Thierry in July. The French army authorities took advantage of the opportunity to bestow the medals which they had awarded. The recipients were from the 12th, 94th and 91st Aero Squadrons.

One of those decorated was Lt. L. H. Brereton, of Washington, D. C. He distinguished himself at Chateau-Thierry on July 19 by a successful flight toward Soissons, but had requested that the conferring of the medal be delayed until his observer on that trip, Capt. Elmer R. Haslett, of Los Angeles, could receive his medal at the same time. Haslett was shot down in the Argonne on September 30 and was a prisoner in Germany until after the signing of the armistice. Both Brereton and Haslett were given the Distinguished Service Cross and the French War Cross.

*Th' only time th' kaiser's six sons ever git in th' front line is when somebuddy comes along with a camera.*

The average citizen is willing and anxious to stand by his country, but he wants to be able to stand by his coal stove, too.

Germans in internment camps in this country are playing soccer football. At least that gives them a chance to kick each other in the shins.

London reports that its taxis skate on the pavements, while over here the taxis are often used in carrying those who have their skates on.

"It thunders all around the sky." Qualified women lawyers in Italy are about to be granted the privilege of practicing their profession.

## SCHROEDER MAKES ALTITUDE RECORD

Major R. W. Schroeder, Air Service, the holder of the American altitude record, established a new record for monoplane altitude on Saturday, January 18, at Dayton, Ohio.

According to a telegram just received from the Chief of the Technical Section, Division of Military Aeronautics, McCook Field, Dayton, Ohio, the Loening monoplane climbed to nineteen thousand, five hundred feet, with three passengers, totaling four hundred seventy pounds. The pilot was Major R. W. Schroeder, the Observer, Lieut. George V. Elsy, and mechanician, K. A. Craig. The previous altitude record for a monoplane with three passengers is understood to be about 16,000 feet.

A report from Mr. Loening gives the time as thirty-nine minutes, which would average approximately 500 feet per minute.

The plane piloted by Major Schroeder was the two-seated Loening monoplane, built by Grover C. Loening, of Long Island City, N. Y. The power plant is an eight-cylinder Hispano Suiza engine, which has driven the monoplane as fast as 145 miles per hour.

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The 484th Aero Squadron from overseas arrived in Washington on January 23d, and has been quartered in barracks in East Potomac Park.

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## 75,105 FRENCH FLIERS IN WAR

PARIS, Jan. 15.—It is now permitted to give details of the progress of French aviation. When the war started there were twenty-one squadrons, 321 pilots and a total personnel of 4,342.

At the end of 1916 the personnel had increased to 75,105, the pilots numbering 6,417 and the observers 1,682. The aviation program in July, 1918, brought the number of machines to more than 6,000.

Credits voted for the French aviation service in 1914 were about $11,000,000. This sum was quadrupled in 1916, and by 1917 had exceeded $65,000,000.

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## AUSTRALIA-LONDON FLIGHT PROPOSED

MELBOURNE, Jan. 13.—A company has been formed under the name of the Aerial Service Limited of Australia to finance an aerial transport flight from Australia to London. The voyage will be made by way of the Dutch East Indies and Bagdad. The air line from Australia to London is perhaps 2,000 miles shorter than any of the routes used now.

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*Many a feller kin breathe easier now that th' saloons are closed—'specially around his wife.*

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## THE A. S. C. A.

Colonel W. A. Bishop, R. A. F., was entertained at a luncheon party by the Board of Control of the Air Service Clubs' Association, Tuesday, January 28th, at the Army and Navy Club. Colonel Bishop has received the Victoria Cross, the Distinguished Service Order, the Military Cross, and the Distinguished Flying Cross, and is credited with seventy-two official air victories by the British Air Service.

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*Next t' havin' a boy in th' army ther haint nothin' that brings th' war home t' you like buyin' a pair o' shoes.*

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## BRITISH OCEAN FLIGHT PLAN

LONDON, Jan. 9.—The *Daily Mail* announces that several aeroplanes are under construction in different parts of Great Britain and with the assistance of the Air Ministry are planning to attempt a transatlantic flight.

The *Daily Mail* says the Air Ministry is less anxious to demonstrate that a single machine can fly across the Atlantic than that a group of machines of various types can do so. Consequently machines of more than one type are under construction in anticipation of their flying across next spring.

THURSTON, THE FAMOUS MAGICIAN, COMING TO ENGLISH'S OPERA HOUSE WEEK OF FEBRUARY 17TH WITH A COMPANY OF 26 PEOPLE AND A NEW PROGRAM OF WEIRD MYSTERIES.

THE BALLARD ICE CREAM CO.
ICE CREAM AND MILK
*Phones: Main 410 and 1152; New, 410 and 2710*
315 N. Alabama Street INDIANAPOLIS

Drink COCA COLA and YUNCKER'S SODA

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You Save $10
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114 North Illinois St. BENJAMIN MOYER, Propr.

## "AEROPLANE SPIES" INFORMED GEN. DIAZ

ROME, Jan. 3.—During the period just before the great Italian offensive started considerable attention was attracted to the extraordinary accuracy of the knowledge of affairs behind the Austrian lines in possession of Gen. Diaz and his staff. It is now known that much of this exact information was secured by men who were dropped in enemy territory by Italian aeroplanes and, after an interval for observation, picked up and brought back by aviators.

During the three months just prior to the launching of the Italian drive eighty men were engaged in this perilous work. All of them had thrilling adventures and experiences. The story of Captain Pomiati may be taken as representative of what might be related by any of them.

Captain Romiati served as a doctor in an Austrian hospital for ten days, and later made his escape in the guise of a cattle dealer. Lieutenants Maso and Tubero were arrested as spies, but managed to overpower their guard and escape.

The first of the "aeroplane spies" was Giacomo Camillo de Carlo, a Venetian, who volunteered for the dangerous work. Before the war he was head designer for a widely known firm of modistes in Paris. He was a bold and resolute officer and in addition owned some property in the invaded district, where he was well known and loved by the peasants. He was carried across the Austrian lines in an aeroplane, taking with him a number of carrier pigeons. These he liberated from time to time with messages to the Italian staff. He was sheltered by the peasants, but was at last detected and forced to flee. He made his way to the seacoast and managing to get a rowboat reached an Italian port.

His success led to the formation of a regular service among bold young Italian officers. This was known as the "Giovane Italia" and played an important part in preparing for Italy's final victory.

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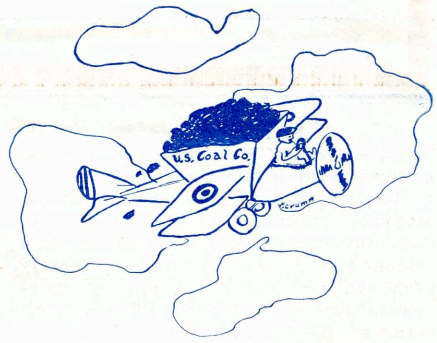


SGT. CRUMP SUGGESTS THAT THE GOVERNMENT USE AEROPLANES TO DELIVER COAL TO DIFFERENT CAMPS.

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## PRINCE OF WALES FLIES IN U. S. PLANE

COBLENZ, Jan. 11.—A flight over the Coblenz bridgehead area, a luncheon with Major-Gen. Muir and a dinner dance occupied the time today of the Prince of Wales who is the guest of Major-Gen. Dickman, commander of the American Army of Occupation.

The Prince professed keen pleasure in his visit to the American aerodromes and the aeroplane trip was at his request. He went up with Brig.-Gen. William Mitchell, Chief of Air Service of the Third Army. It was Gen. Mitchell's last flight at Coblenz as he is leaving for duty in the United States.

The Prince was in the air for forty-five minutes. He was taken up the Moselle, across the Rhine and then flew down the Rhine from the Lorelei rock to Neuwied, returning to the aerodrome near Coblenz. The flight was made in a two seater Spad. The Prince studied the maps during the entire flight and talked with Gen. Mitchell. He declared afterward that the flight was the most picturesque he ever had.

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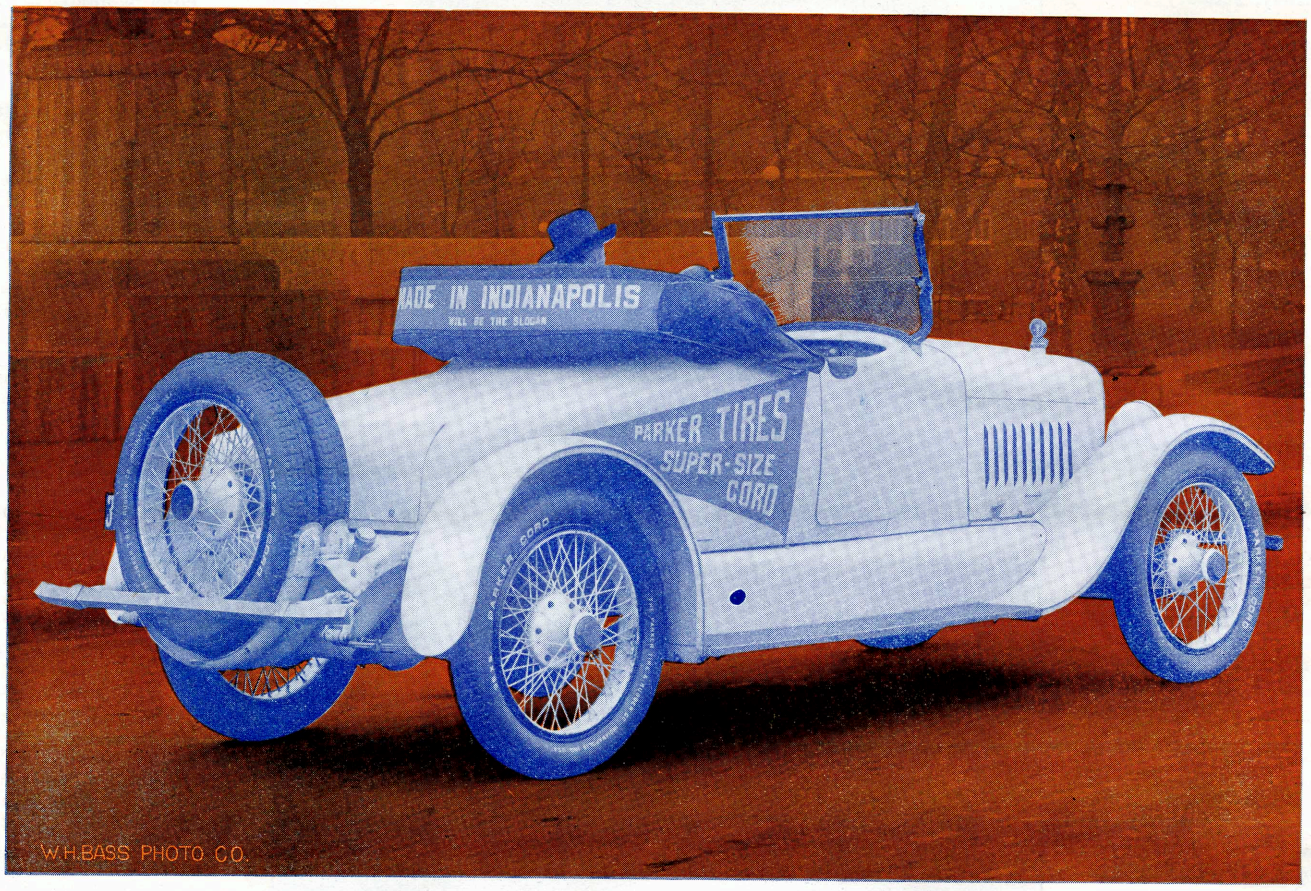
## ALBERT'S PLANE DISABLED

PARIS, Jan. 11.—King Albert of Belgium, flying yesterday morning with Albert Combez, the noted Belgian aviator who finished fourth in the international aeroplane race at Rheims in 1913, was forced to land two miles from Attigny on the Aisne when the motor stalled.

Both occupants of the machine escaped injury and the plane was undamaged.

# PARKER TIRES—Super Size Cord




## THE PARKER TIRE & RUBBER CO.

P. P. Parker, President

1014 MERCHANTS BANK BLDG. INDIANAPOLIS, IND.


### B. F. KEITH'S.

"The Sirens," said to be a musical and mirthful masterpiece, comes to B. F. Keith's theater next week, starting Monday. Frank Dobson, light comedian and dancer, heads the production which has a cast of sixteen, mostly girls, in an attractive chorus. Sergeants Jimmie Shea and Robert Bowman, of the U. S. Tank Corps, have been relieved of their efforts to 'treat 'em rough' and returned to their first love—vaudeville. The boys offer a series of songs and stories of life in the trenches in France and are among the first American actors to appear locally. The muchly imitated Lillian Fitzgerald, offering exclusive songs while Clarence Senna agonizes the ivories, is an attraction which should meet all the demands of Keithgoers. Our old friend Henry Keane, with Bernice Golden and Company, returns with another playlet, "The Unexpected," said to be interesting and containing a strong "punch" at the finish. Catherine Powell, an American dancer, with an international reputation, makes her initial appearance in a series of original dances with costume changes, assisted by Adele. Sandy Shaw, presenting a wee bit o' Scotch, will tender a brand of humor and songs that is said to be particularly pleasing. The Four Roeders, called the "Masters of the Suspension Bridge," have a gymnastic entertainment with thrills. The bill opens with a news weekly.

A special Sunday showing of high class photo plays has been arranged by the management of B. F. Keith's. The first installment of the latest thriller, "The Master Mystery," in which Houdini, the Handcuff King is featured, will be presented Sunday only. Other films and musical attractions will be given, the regular vaudeville starts on Monday.

### *HARRY LAUDER AT MURAT.*

The much-heralded two days' engagement of Harry Lauder, the internationally popular entertainer, opens at the Shubert Murat next Friday, February 7. There will be a matinee Saturday.

The Scotch comedian is fresh from the battlefields of France, where he sang his droll songs and spoke inspiring words to Yanks as well as Tommies, to Canadians and Anzacs as well as to the "Ladies from Hell." He returns to America with a new message—a message of peace instead of war. This is typified in his latest song,

"Don't let us sing of war any more,
Just let us sing of love."

Harry Lauder knows the joy of peace and victory as well as the heartache of war, and this is embodied in his work. Despite his experiences, his work is declared to retain all its old element of bubbling and irresistible merriment.

Many new songs are announced for the tour. In addition to his "Peace Song," the new offerings include "Back, Back to Where the Heather Grows," "When I Was Twenty-one," "There Is Somebody Waiting for Me," "I Think I'll Get Wed in the Summertime" and "Waggle o' the Kilt." There will also, it is announced, be a generous offering of the old favorites—melodies that Harry Lauder's admirers love to hear him sing and whistle.

Lauder will have associated with him on the program a company of well-known entertainers. These include "The Act Beautiful," a novelty in stage offerings; the "Kitamuras Brothers," wonder workers; Marguerite Calvert, violinist; Bert Melrose, in "Fun in Silence," and the "Children of Confucius," a Chinese number. As in former days, Lauder will also present his own Kiltie band of Highland pipers, who serve to give an added flavor of old Scotland to the diversified entertainment.

### "SEVENTEEN" AT SHUBERT MURAT, INDIANAPOLIS

Stuart Walker's production of Booth Tarkington's "Seventeen," a dramatic version of the "Willie Baxter" stories, comes to the Shubert Murat Theatre for one week commencing February 10, with matinees Wednesday and Saturday.

Willie Baxter, the hero, falls in love with a fluffy-haired little charmer who is visiting friends in his home town through the summer, and his ardor is so intense that his half-fledged soul gets completely tangled in the problem of wooing and of personal adornment for that great adventure. As a lover he is no favored child of fortune, for his girl is an all-round flirt who plays no favorites.

How Willie "swanks" around in his father's dress suit, surreptitiously acquired; how he and his fellow-swains nearly drive poor Mr. Parcher mad with their everlasting conversation about love; how Willie is forbidden the use of the paternal dress suit; what wiles are employed to permit him to wear the sacred garments at the girl's goingaway party—these are some of the matters with which the story and also the play are concerned.

With skill Mr. Walker has transferred the Tarkington story to the stage, giving it all the bubbling spirit of "youth and love and summertime" by a delightful cast of young people. Gregory Kelly has leaped into fame for his sympathetic characterization of lovesick Willie Baxter. Lillian Ross brings to life the ten-year-old villain Jane, and Ruth Gordon plays the fluffy "baby talk lady" Lola Pratt. Judith Lowry upholds the banner of the grownups in the cast by her portrayal of Willie's and Jane's mother. Fred Strong as Genesis, the household servant; Lew Medbury as Mr. Baxter; Eugene Stockdale as the harassed Mr. Parcher, and a host of lively young people, including Neil Martin, Louis John Bartels, Agnes Horton and John Orr, make up the cast.

### *THREE FACES EAST AT ENGLISH'S.*

Another mystery play is "Three Faces East," with the scenes laid in England and its interest kept up to the very end by the inability of the audience to make up its mind which one of the characters thrown open to suspicion is really the master spy deputed by the serpents of Berlin to do their dirty kultur work against the British government. Even the angel-faced Miss Lillian Tucker figures in the problem of distrust, her dry little voice helping out the suspicion of Prussianism. Mr. David Torrence, admirably depicting a member of the British Cabinet, also falls under the cloud which keeps the audience guessing.

Suspence and good acting make this remarkably named melodrama so absorbing that even a victim of toothache might forget his ailment for considerable stretches of time. If Sir Conan Doyle ever went to see Anthony Paul Kelly's play he would certainly enjoy "Three Faces East," as produced by Cohan and Harris.

This remarkable array of talent will hold forth during the coming week: Miss Lillian Tucker, Paul Everton, David Torrence, A. F. Davies, Arthur V. Gibson, Sydney Mather, N. St. Clair Hales, Arthur Elliot, Leo Stark, Florence La Clercq, Maude Leslie, Rubi Trelease, J. M. Holicky, Ralph Belmont, Guy Cunningham and Isabel Garrison. This play will be at English's for three nights commencing February 3.

### LAURETTE TAYLOR IN "HAPPINESS."

Those who think a popular actress riding the crest of a wave of popularity leads a life of blissful ease should consider the case of Laurette Taylor, whose performance of the little errand girl in "Happiness" has proved such a delight. In the first place, Miss Taylor does not hold her art lightly. It is the most serious thing in life to her. Her advancement to her present position has been won only through gruelling experiences and the two and three-quarters hours of her performance, care-free and joyous as they may seem from the front of the theatre, are most exhausting to the artiste. When the curtain falls upon the last act of her performance, she does not, like the popular actress of fiction, throw on her clothes and rush out to receptions, adulation and jollity, but in her dressing-room she relaxes and rests in the most leisurely fashion, chatting with her associates, discussing her play and points for improvement, for she is never content and satisfied with her work. Usually it is long past midnight before she leaves the theatre. She gives eight performances of "Happiness" a week; devotes one hour every day to music; one hour to Italian, carrying with her on tour a music and an Italian master; keeps abreast of the political events of the day to discuss them with her husband, J. Hartley Manners, and carries on a correspondence with literary and social celebrities in Europe and America, which is voluminous. Laurette Taylor comes to English's February 10, 11, 12.

### THURSTON, THE MAGICIAN.

Thurston, the famous magician, will spread joy and sunshine broadcast throughout the entire community during his engagement at English's week of February 17.

As an entertainer Thurston has become a national institution. It has always been his custom to present new mysteries each year, which is, perhaps, his most potent claim to popularity, and it is said that his performance for this season will be along lines new to the amusement world and will be an exhibition which is mystifying in the extreme. Some of his most elaborate presentations are labeled "The Vampire," "Gravitation Defied," "Every Woman's Wish," "Birds of the Air" and "The Miracle," which are said to be especially baffling illusions. "Ghosts, Or Do the Spirits Return?" is another in which a hair-raising seance is included. One has to keep his eyes and his attention fixed in order to follow the various mysteries, for they are so sudden and astonishing. The Thurston idea makes for good in the sense that it contributes materially and sensibly to the joy of living; and it is doubly prized in that this holds good for the grownups as well as the little folk. The prices during this engagement will be 25 cents to $1.00.

# Former Speedway Boy Organizes Large Tire Co.

*THE STORY OF HIS LIFE, BY ROBT. P. DRAKE, Ph. B.*

Mr. Parker is about thirty years of age, height five feet ten inches, weighing about one hundred and fifty pounds, dark hair, brown eyes and a clear skin; a well-poised head with clear cut, regular features; clear, commanding eyes that look straight at one; voice clear but impregnated with that intense soul quality, that ring of sincerity for which we so often look but so seldom find. Rapid in speech but distinct in enunciation; a quick active brain, inclined to philosophy and a persistence of purpose that borders on genius. His face shows strength, with the lines of intensity and concentration well defined.

PAUL P. PARKER.

Mr. Parker was born down along the Mississippi River, on his grandfather's farm. He attended the district school and the local high school. As his home was located just outside the township he was obliged to pay a quarterly tuition. This he earned by doing any job or chores his hands could find to do, and thus laid the foundation for his business career, seeming even at that early age to be possessed of a philosophy which has stood him in good stead thruout the later years, and which he expresses by saying: "It's a poor head that cannot find a way to do what the heart wants to do." Young Paul's grandfather thought the boy should go to work on the farm rather than attend school; and his parents, like all farmers of those days, while surrounded by the unlimited abundance which nature provides, considered themselves "very poor," thus the boy could expect little or no help from them in the accomplishment of his desire, and, getting exactly what he expected, and no more, was obliged to support himself as best he could. After two years in the High School, he decided a business course would more practically answer his future needs, and left the High School to enter the Gem City Business College, made famous thruout the Mississippi Valley by D. L. Musselmen, the Principal. Having no funds with which to pay his tuition, he gave his personal note with the understanding that it was to be paid from the earnings of his first position. Here he showed self reliance. He gave close attention to Commercial Law and became an expert stenograher. At the time this note was paid, the interest had accumulated to $44.00. When he graduated from Business College, young Parker's highest ambition was to enter a bank, which he finally did. While "in the bank" Ambition gave him a gentle hint to become the head of a tire company and he thought and dreamed of Automobiles and Tires.

Upon leaving the bank he went to Kansas City and stepped into the offices of the Underwood Typewriter Company. Here he learned that a branch office of a Tire Company needed a stenographer. He went after the position and got it.

Their traveling salesman got to mixing booze and business, to the detriment of business. This was his opportunity; he was started out on the road with $15.00 per week and expenses—was out three weeks and not an order, but his reports were so good, so complete, they raised him to $16.50 per week and expenses, and sent him out again. Here he became an enthusiast on everything that was related to tires, and promised himself that some day he would have a tire with his name on it. On his second trip he proved his metal by landing several big orders and remained with this company two years.

Upon leaving Kansas City he entered the service of a Tire Company in Akron, Ohio, as Factory Representative, remaining here for two years, when he became associated with the newly organized Knight Tire & Rubber Company, always keeping his vision before him. By these people he was soon sent to New York as Eastern District Manager and given complete charge of the business affairs of the Company. This territory at that time was returning a business of six or seven hundred dollars a month. Parker said, "I'll make it seven thousand within a month." He more than made his promise good, and then promised to make it twenty thousand within three months. Tho yet but a boy, he made it twenty-two thousand within the agreed time. In about a year he was sent to Detroit with permission to run bills as high as thirty thousand at a time for advertising, and here, at the Chamber of Commerce, his headquarters, he met the celebrated artist printer, Joseph Meeden, of the Franklin Press. Mr. Meeden and Mr. Parker joined hands and hearts and the result was some of the most polished, practical printed matter that had ever come from the press on this subject at that time. He was then called to the home office and made Assistant Sales Manager and General Advertising Manager at a handsome salary. By this time he had mastered the sales end of the business, but this was not the ultimate of his vision, which was to manage a Company of his own, to build the largest initial Cord Tire Factory ever erected for the exclusive manufacture of cord tires and to build the best Cord Tire that money and experts could turn out, and maintain that standard, steering clear of the shoals of temptation, where he had seen so many others founder.

About this time there was in a little town in Northern Ohio a struggling Tire Factory owned by a Religious Sect, that was in financial difficulties. Mr. Parker decided to buy a working interest which gave him the office of Treasurer and General Manager of Sales. The President of this Company states that within a few months after Mr. Parker's connection the factory was behind on filling its orders—over eleven thousand tires. They then decided to branch out, and Mr. Parker went to Oklahoma. He returned with a subscription of eighty thousand dollars, to which was attached a draft for forty thousand. A little later he increased this to over two hundred thousand. Mr. Walter S. Gilbert, Secretary of the Chamber of Coammerce, said, in speaking of Mr. Parker on behalf of Ardmore, Oklahoma, "I consider him a man of unimpeachable integrity. He holds the esteem of our people." While connected with this Ohio Company, Mr. Parker had every opportunity to become familiar and intimately acquainted with the one remaining feature of the business which he had not thoroughly mastered—the manufacturing processes, so he devoted all possible time to a close study of this and finally felt confident within himself that he was quite equipped and ready to organize his own company.

There was still something lacking to complete Mr. Parker's vision, and that something was a Parker Tire. Today there is in the city of Indianapolis a site of ten acres, two city blocks, fully paid for, and upon it stands the initial building, some 250 by 60 feet, in which within the next sixty days the first Parker Tire will see the light of day and the dawn of realization will crown the vision of years.

From the standpoint of the Psychologist, very much more might be said, but space will not permit; I have simply outlined the fundamental principles which came to me in the course of my investigation, but will add that the case of Mr. Parker has proved of unusual interest professionally in that it is a case of SUCCESS obtained in the face of the most discouraging and unusual conditions, and an excellent demonstration of what a young man can do by steering in a straight course, letting nothing swerve him from his vision.

With this tenacity of purpose and the fundamental principles possessed by the man at the helm, I can not but believe that the Parker Tire & Rubber Company is destined to enjoy a phenomenal success. ROBERT P. DRAKE, Ph. D.

# The Red Cross Will Carry On

*With the cessation of hostilities and the assurance of permanent world peace and democracy, it must be realized that the work of the Red Cross is only begun. As the soul of a nation mobilized for service, its work must go on. This nation cannot undo with speed equal to its marvelous accomplishment. The sober task of restoration cannot keep pace with the tense strain of preparation this and other countries have gone through. The Cross must carry on.*

*We have two million men overseas, flung with undreamed speed out of the fiery purpose of the nation's will. It will take three times as long to bring them back.*

*We have thousands of wounded, disabled, convalescent; so long as they need nursing and cheer, the Red Cross will stand by.*

*In those Allied countries which have been ravished by Hun hordes, the very machinery of life has been left shattered and disorganized; natural resources have been exhausted; social institutions despoiled. Until our last man is brought home, until the last man is restored to normal conditions, until the blight which has withered European civilization has been removed, the Red Cross will help, sustain and cheer.*

*The Red Cross is founded upon the ideal which has been the heritage of our nation—the inspiration of our history—the ideal which our country entered the war to vindicate. It is the Greatest Mother in the World because it is the embodiment of mercy, and mercy is the test of Brotherhood, just as Brotherhood is the test of Democracy.*

*"Not for ourselves, but for all humanity," was the solmen challenge that brought us to arms. Now that America has attained that righteous peace that shall bring to all men the right to "life, liberty and the pursuit of happiness," the Red Cross, as the practical prophet of that peace, cannot and will not abandon the human wreckage strewn along the world's devastated highways and byways.*

*Until a redeemed and rebuilded world rejoices in the Justice, the Righteousness and the Lasting Peace of a self-governed and self-governing Democracy, there will not be surcease of loving ministration by the Red Cross.*

*So long as the distressed children of men have need, it will feed the hungry, clothe the naked, care for the sick, shelter the homeless.*

*The work of the Red Cross is not finished. It is only begun. —The Arcadian Observer.*

## TALE SPINS

### Electrocuting the Eggs

A traveling salesman stopped in a small town in Indiana, and went to the leading and lone hotel of the place, but found he was too late for breakfast. The manager was a guy that didn't have enough pep to tell a cemetery from Coney Island, but he promised to fry him two eggs, which were accordingly brought to the late arrival.

"Say," said the salesman, "do you cook by electricity here?"

"Oh, yes," replied the goofey.

"Well," says the salesman, "take these eggs back and shock 'em again."—Plane News, G. E. F.

### King of the Air

When I dance my little son on my knee,
I think of the wonders that he will see.
This bright-eyed baby just one year old,
With his sunny smile and his hair of gold.

Will my baby fly in the air one day?
Fly under the rainbow arch so gay?
Will the winds and the clouds no terrors hold,
In the age of aircraft, when all are bold?

Will he travel the world in years to be,
Swift journeying over the land and sea?
Will he laugh at time and the leagues of space,
As he drives his aeroplane on apace?

Will my baby fly in the air? Ah! yes,
And he'll see more wonders than I can guess—
My little baby, just one year old,
With his eyes of blue and his hair of gold.

—Aerial Age.

"Willie, we're saved," spoke the All-Highest. "I read that, according to Mr. J. A. Whitehead, it will be possible to fly to the Mid-Atlantic and alight on a floating station."

"Yes, but that's only for week-enders, All-Highest," replied the clown prince, "and, anyway, I don't like the idea of water, water, all around, and not a drop to drink, as the ancient mariner hath it. Think of something better, Pa."—Aerial Age.

There was an old man of the Hague,
Whose ideas were excessively vague;
He built a balloon,
To sail to the moon,
And escape from the prevalent plague.
—Aerial Age.

### I Doubt It

When a pair of red lips are upturned to your own,
With no one to gossip about it.
Do you pray for endurance to leave them alone?
Well, maybe you do—but I doubt it.

When a sly little hand you're permitted to seize,
With a velvety softness about it,
Do you think you can drop it with never a squeeze?
Well, maybe you can—but I doubt it.

When a dear little waist is in reach of your arm,
With a wonderful plumpness about it,
Do you argue the point, 'twixt the good and the harm?
Well, maybe you do—but I doubt it.

And if by these tricks you should capture a heart,
With a womanly sweetness about it,
Will you guard it, and keep it, and act the good part?
Well, maybe you will—but I doubt it.

Aerial Age...

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## BUD FLIVER'S OBSERVATIONS

* * * Susie Grumbler came in—To ask me—Why didn't I put—Something in the paper—About peoples' chickens—Scratching up—The neighbor's gardens—

* * * And she said—Mrs. Smith's hens—Come over and—Bother her every day—And she hates—To say anything—Because Mrs. Smith—Is a widow—And has four sons—In the war—

* * * And I told her—If the chickens—Pester her—To shoo them away—And try to forget it—

* * * And she asked me—Didn't I think—The war would—Give women a chance—To wear men's garments—And try to boss things—

* * * And she said she thought—The women should—Stay in their homes—To tame the soldiers—When they come home—

* * * And I told her—That when the boys—Come back home—They will not be—A set of ruffians—Like she imagined—

* * * And they will—Be very sober—And much in earnest—About making America—The leader of the world—

* * * And they will know—Better than we do—All about the principles—They fought for—On the other side—

* * * And I told her—All the women—Who have any grit—Are working now—To help the boys—Win the fight—

* * * And when the—Soldiers come back—The women will—Be only too glad—To make them a home—And turn the work—Over to them—

* * * And the boys—Will take hold—And teach us all—Things we never knew—About a democratic nation—

* * * And we will—Soon settle down—And all work together—As we never—Worked before—And we will be—Happy and prosperous—

* * * And there will be—Less molly-coddling—Among the men—And less manishness—Among the women—Than ever before—

—Arcadia Observer.

### Those Happy Rookie Days

"Who is dat," says the negro sentry as a figure advanced through the darkness, "step wid your heels a clicking or Ah sho' will point this heah howwitsah at you."

"Officer of the Day," spoke up the figure.

"Dat's 'scandlous, man," says the coon, "you bettah get in bed befo' the officer of the night gets you."—Plane News.

### How Did They Prove It?

A lady in New York sued a bakery company because she swallowed a pin, which was in a loaf of bread. Did she win?—no. The bakery company proved it was a safety pin, and won in a walk. —Plane News.

Instructor to Cadet (after his usual wreck): "Why didn't you level off?"

Cadet: "Because the altimeter still showed one hundred feet."

Girl friend to ground officer: "What is a Keewee?"

Ground officer: "An Australian bird that does less flying than any other, but gets there just as fast."

Radio Sergeant: "Can you stay behind me two letters?"

Class: "Yes, a whole hour, at least."

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## Y. M. C. A. NOTES

### Schedule, Feb. 3-10

Monday—7:30 p. m., Tom Corwine, imitator and humorist.

Tuesday—7:30 p. m., movies.

Wednesday—8:00 p. m. Indianapolis News Glee Club; 40 members and specialty men.

Thursday—7:00 p. m. Devotional services. Gen. Secretary J. M. Davis, of Ft. Harrison, speaker.

These services followed by movie—"Red, Red Heart."

Friday—7:30 p. m. Dr. Linton, of Indaina University, on "International Topics of the Day."

Saturday—"Write a letter home night."

Sunday—9:30 a. m. Catholic service. 10:30 a. m. Bible study. 7:30 p. m. Vespers.

### Notes

Tom Corwine, the imitator and humorist, who was here recently and whose program some of you will remember with pleasure, will be here again to give another evening's entertainment for us. Don't forget the date—Monday, Feb. 3.

We are indeed fortunate to obtain the Indianapolis News Glee Club for a concert here on Wednesday evening. With forty members and specialty men, they will give a two hours' program which you will find hard to equal. Don't make other arrangements for this night, but be here.

Thursday evening we will have with us Mr. J. M. Davis, general secretary of the Y. M. C. A. at Ft. Harrison. He is a man of fine fibre and striking personality. You will like him. Don't fail to hear him.

Dr. Linton, professor of International Law at Indiana University, will give an interesting talk on live and vital topics of the day. He is an authority.

You will be interested to know that we have heard from Mr. Shaw, who is now at Camp Robinson, Spartaca, Wis.

*Tilford Moots' nephew got a first lieutenancy at th' army trainin' camp an' his father has sold his farm t' buy him a uniform.*

## RAIDS ON ENGLAND COST 1,570 LIVES

LONDON, Jan. 11.—In raids on England by the Germans during the war, 5,511 persons were killed or injured, of whom 4,750 were civilians. The deaths numbered 1,570. An official summary of the casualties caused by German airships, aeroplanes and bombardments from the sea shows the casualties among civilians:

Killed, 554 men, 411 women, 295 children.

Injured 1,508 men, 1,210 women, 772 children.

Three hundred and ten soldiers and sailors were killed and 551 were injured.

There were fifty-one raids by airships, causing the deaths of 498 civilians and the injury of 1,236, and the killing of 58 soldiers and sailors and the injuring of 121.

In fifty-nine aeroplane raids 619 civilians were killed and 1,650 were injured. In these raids 238 soldiers and sailors were killed and 400 wounded.

The greatest losses inflicted by Zeppelins were in raids on Norfolk, Suffolk and the home counties of London on October 13, 1915, when 54 civilians and 17 soldiers and sailors were killed, and in West Suffolk and the midland counties on January 31, 1916, when 70 civilians were killed and 112 injured. The raid on Lincolnshire, Essex and Suffolk on March 31 of the same year caused the death of 17 civilians and 31 soldiers and sailors.

The most serious aeroplane raid was that of Margate, Essex and London, on June 13, 1917, when 158 civilians and four sailors and soldiers were killed. The next in severity was that of Kent, on September 4 of the same year, when 131 soldiers and sailors lost their lives. On this occasion a crowded barracks was hit. Almost as severe as the raid on Kent was that on Folkstone, on May 25, 1917, when 77 civilians and 13 sailors and soldiers were killed. The attack on Kent, Essex and London on January 28, 1918, caused the death of 65 civilians and two soldiers and sailors.

FREDERICK V. BOWERS IN "I'M SO HAPPY," ENGLISH'S, FEB. 6, 7, 8.

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## SPORTS
By DON CURLEY.

### DON CURLEY WINS FROM ELMER (KID) HOGAN AT CHARLESTON, W. VA.

Using a cutting left and his old-time tearing in style of fighting Don Curley, our recently discharged boxing instructor, jabbed his way to victory over Elmer (Kid) Hogan, of Flint, Michigan, at Charleston, W. Va., last Saturday night, January 25, 1919. The bout was well received and kept the large audience on their toes throughout the entire eight rounds. K. O. Brown, of Toledo, made a chopping block of Young Lawrence, of Charleston, in eight rounds, and Young Tom Perry, of Chicago, won over Whitey Clark, of Springfield, Ohio, in the six-round preliminary.

*Miss Gert Bud'll wear her skirts still shorter t' offset th' depression caused by th' war.*

### FUTURE BOUTS

Columbus, Ohio, January 27—Soldier Bartfield vs. Harry Grebb; 15 rounds.

Toledo, Ohio, January 28—Chuck Wiggins, of Indianapolis vs. Tommie Murphy, of Chicago, 10 rounds. Don Curley, of Indianapolis vs. Patsy Dugan, of Buffalo, N. Y., 10 rounds.

Charleston, W. Va., February 8—Chuck Wiggins vs. Young Halstead, 10 rounds.

Philadelphia, February 3—Battling Levinsky vs. Jim Coffey, 6 rounds.

*One o' th' funniest things brought about by th' war is th' girl wearin' $14.00 shoes an' a hungry look.*

### CHARLEY WHITE BACK IN RING

After devoting 16 months to boxing instructions at various camps, Charley White, Chicago lightweight, will start training for a campaign which he hopes will close with a match to box Benny Leonard for the world's lightweight championship.

*Next t' th' Belgians th' tightwad has been hit harder by th' war than anybuddy else.*

### STOUT HAS REFEREED 6,205 BOXING BOUTS

Harry Stout, of Milwaukee, Wis., who is one of the most popular ring officials in this country, having refereed bouts for twenty-four years, claims he has officiated in 6205 glove contests in that time.

Western Conference Basketball scores on Saturday, January 25—Northwestern, 17; Michigan, 16; Illinois, 25; Wisconsin, 15; Purdue, 32; Iowa, 19.

Jake Schaefer defeated Welker Cochran 3600 to 3076 in an 18.2 balkline billiard match at New York recently.

### DON CURLEY'S RING SCHEDULE FOR FUTURE

Curley will box Patsy Dugan, 140 pounds, of Buffalo, N. Y., at Toledo, Ohio, January 28, 10 rounds; Young Catton, of Camp Sherman, 136 pounds, 10 rounds, at Columbus Ohio, February 4; Young Webb, 135 pounds, 10 rounds, at Dayton, Ohio, February 3, 1919; Kid LaBlanche, 142 pounds, of Flint, Mich., at Charleston, W. Va., 10 rounds, February 8, 1919; Sailor Friedman, of St. Paul, 135 pounds, at Jackson, Mich., February 11, 1919, 10 rounds; Art Miller, of Terre Haute, 10 rounds, at Terre Haute, February 18, 1919, at 135 pounds. Curley will not weigh over 130 pounds in any of these fights. Curley wants to take this opportunity of saying that his 11 months' stay at the Speedway did him world's of good and kept him down to weight, making it easier for him to get in good condition and has also made it easier to get fights. If Curley wins over the above string of fighters he is going after the big fellows. Curley can be reached at home, 2609 W. Michigan street, Indianapolis, Ind.

STARTING MONDAY FEB. 3

# B. F. Keith's

STARTING MONDAY FEB. 3

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Do you know how the Sidney Drews spend their evenings?
Do you know how a motion picture studio looks?
Do you know how one actor can play two parts in a single picture?
Here's your chance to see in this interesting film of screen gossip.

**NEWS WEEKLY**
Topics of the Day.

Songs from "Robin Hood"
MISS BEULAH DALE
In a song and scenic excerpt from the operetta.

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and the
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*Where the Crowds Go....*

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